The Bombay Gazette.

No. 7,355.—New Series. BOMBAY :—SATURDAY, OCTOBER 9, 1869. Annual Subscription in Advance... ..Rupees Fifty-two.

THE BOMBAY GAZETTE.

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In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

THE British India Steam Navigation Company (Limited), under contract with Government, despatch steamers as above with mails, passengers, and cargo, every fourteen days.

The steam-ship Himalaya, 1,341 Tons, 250 H. P., Commander J. R. Atkinson, will be despatched on Tuesday, the 12th October, at noon.

Up.	Oct.	Down.	Oct.
Leave Bombay	12	Leave Galle	19
„ Carwar	13	„ Negapatam	22
„ Mangalore	14	„ Madras	25
„ Cannanore	15	„ Coconada	27
„ Calicut	15	„ Visagapatam	28
„ Beypore	16	„ Bimlipatam	28
„ Cochin	16	„ Gopalpore	29
„ Tuticorin	17	„ False Point	30
„ Colombo	18	Arrive Calcutta	31

This route is the most expeditious and economical for passengers for the Neilgherry district, Bangalore, and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

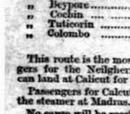
Passengers for Calcutta can take the same route picking up the steamer at Madras.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging cargo and passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)



THE British India Steam Navigation Company (Limited), under mail contract with Government, will despatch a steamer every 14 days to the Persian Gulf, touching at Kurrachee, Gundur, Muscat, Bunder Abbas, Linga, Bushire, Fao, and Bussorah.

Up.	Oct.	Down.	Nov.
Leave Bombay	22	Leave Bussorah	5
„ Kurrachee	23	„ Fao	7
„ Guadur	25	„ Bushire	9
„ Muscat	28	„ Lingah	12
„ Bunder Abbas	28	„ Bunder Abbas	11
„ Lingah	29	„ Muscat	12
	Nov.		
„ Bushire	1	„ Guadur	15
„ Fao	2	„ Kurrachee	17
Arrives Bussorah	3	Arrives Bombay	20

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

THE British India Steam Navigation Company (Limited), under mail contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every Monday at noon.

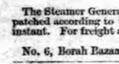
The steam-ship Martaban, 915 Tons, 110 H. P., Commander W. A. Ribbert, will be despatched on Monday, the 11th October, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE MALABAR COAST.

Steamers LORD CLYDE, GENERAL HAVELOCK, GENERAL OUTRAM, and TILLY.



ONE of the above Steamers will be despatched every week to and from the Malabar Coast, calling at the intermediate Ports on the following days :—

Down Steamers.		Up Steamers.	
Leave Bombay	Saturday.	Leave Cochin	Sunday.
„ Ratnagherry	Sunday.	„ Beypore	Monday.
„ Malwan	„	„ Calicut	„
„ Vingorla	„	„ Tellicherry	Tuesday.
„ Goa	Monday.	„ Cannanore	„
„ Carwar	„	„ Mangalore	Wednesday
„ Compta	„	„ Coompta	Thursday.
„ Mangalore	Tuesday.	„ Carwar	„
„ Cannanore	Wednesday.	„ Goa	„
„ Tellicherry	„	„ Vingorla	Friday.
„ Calicut	„	„ Malwan	„
„ Beypore	„	„ Ratnagherry	Saturday.
Arrive Cochin	Thursday.	Arrive Bombay	Sunday.

The Steamer General Outram, Captain Teasdale, will be despatched according to the above table on SATURDAY, the 9th instant. For freight and passage apply to

NOWROJEE BHICAJEE, Manager.

No. 6, Borah Bazaar Street, 4th October, 1869.

NOTICE.—Consignees of CARGO per ship SIR JOHN LAWRENCE, arrived from London, are requested to despatch Boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

W. NICOL & Co.,
Agents of ship Sir John Lawrence.

Bombay, 7th October, 1869.

NOTICE.—Consignees of CARGO per Ship NELSON, Rands, Master, from Liverpool, are requested to send off Boats along side the ship to receive delivery of their goods, otherwise the same will be landed as they come to hand at the risk and expence of the concerned.

Captain Rands will not be responsible for the condition of any package after it leaves the ship's deck.

FINLAY, SCOTT, & Co.

Bombay, 5th October, 1869.

NOTICE.—Consignees of Cargo per ship MARY and EMMA, arrived from Mauritius, are requested to forward their Delivery Orders, accompanied by Bills of Lading, for our countersignature and to pay their Freight to us, and to send off Boats at once for their Goods, otherwise the Goods will be landed as they come to hand at the expence and risk of the concerned, as provided for in the Bills of Lading.

Captain Thompson will not be responsible for the condition of any package after it leaves the ship's deck.

WALLACE & Co.,
Agents for Captain G. A. Thompson.

NOTICES.

LIVERY STABLES.—Pestonjee Eduljee Sheroff, Kalbadevie Road, opposite the Shop of Nuthoo Ebram.

P. E. S. lets out on hire good Palanquins, Shigrams, Phaetons, Broughams, or Carriages, with either one House or a pair. Charges moderate. Terms—Cash in advance.

MUSICAL BOXES, JEWELLERY, CLOCKS.—Our stock has been replenished, and offers the most complete assortment desirable.

FAVRE, LEUBA, & Co.

WARRANTED WATCHES.—All Gold and Silver Watches of every description and size manufactured by us, and fitted with the latest improvements, are warranted to purchasers for the term of 1, 2, or 3 years.

FAVRE, LEUBA, & Co.

KEYLESS WATCHES.—For which the undersigned have also obtained the only first class Prize Medal at the Broach Exhibition. This watch is pronounced by competent judges to be the most practical and best time-keeper ever produced.

FAVRE, LEUBA, & Co.

RS. 50 SILVER WATCH.—The only first class Prize Medal was obtained by the undersigned at the late Broach Exhibition for this Watch: its durability and excellent way of keeping time cannot be surpassed at the price.

FAVRE, LEUBA, & Co.

T. CHATELAIN MONTANDON,
WATCHMAKER, JEWELLER, OPTICIAN AND ENGRAVER,
No. 3, HUMMUM STREET,

Agent for Hy. Grandjean & Co., Locle (Switzerland), and London (47 Friday Street). Received Medals at all the great Exhibitions, Silver Medal at the Paris Exhibition of 1867.

Also Agent for Thevenaz Brothers, Locle; established in London for the last thirty years.

GOLD AND SILVER WATCHES.—Ladies' and Gentlemen's; the largest stock now in Bombay.

JEWELLERY.—Indian, Paris, Geneva, and German made; the largest choice now in Bombay.

SPECTACLES.—In Steel and Tortoise-shell Frames, Eye Glasses, Opera Glasses.

CLOCKS for Dining-rooms, Offices, and Railway Stations.

MUSICAL BOXES.—100 Musical Boxes to select from.

Terms Cash.

REPAIRS of all kinds carefully made.

Up-country Station orders punctually attended to.

ROSSELET and Co.
Established 1858.
WATCHMAKERS, JEWELLERS, AND ENGRAVERS.
6, Meadow Street,

Importers of English and Foreign Watches and Jewellery of all kinds.

Sole Agents in India for Fatteck, Benoit, and Courvoisier Brothers' Watches.

Always on hand a large stock of Gold and Silver Watch of all descriptions, sizes, and prices, Railway Time-keepers, (Keyless), Repeaters, and Soldiers' Watches.

Guarantee given with every Watch.

A beautiful assortment of made Jewellery, Silver and Plated Ware.

American, French, and English Clocks in great variety.

Repairs of all kinds carefully executed. Orders from up-country stations punctually attended to, if accompanied with a remittance.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, NAPLES, LEGHORN, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £40, 2nd class £25. } Exclusive
To Trieste—1st class £53, 2nd class £34. } of Wines.

Steamers will leave Bombay every three weeks.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Rathborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; Messrs. Fraissinet Pere et Fils, Marseilles; and Messrs. R. Rubattino and Co., Genoa; or to the undersigned in Bombay.

The s. s. NEERA, 2,200 Tons, Captain Hanscom, will be despatched on MONDAY, the 18th October.

STEARNS, HOBART, & Co.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear :—

4 Dozen Silk and Wool Shirts.	1 Rug with Straps,
4 Under Vests.	1 Maud.
2 Linen Collars,	1 Inverness Cape.
1 Fine Cotton Socks.	2 Overland Trunks.
1 Fine Merino Socks.	1 Clothes Bag.
1 Fine Merino Drawers.	1 Travelling Hat,
1 Colored Handkerchiefs.	1 Courier Bag.
1 White Cambric.	1 Easy Chair.
1 Overland Suit.	1 Umbrella.
2 Shooting Suits.	1 Pair of Brushes.
2 Pairs of Kid Gloves.	Ladies' Overland Trunks.
6 Scarfs and Ties.	

Return Fares.—First Class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and *vice versa*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

NEW ADVERTISEMENTS.

Now Ready,

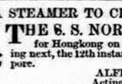
BOMBAY GAZETTE OVERLAND SUMMARY.

The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 12
Single Copy..... Annas 4

"Bombay Gazette" Office, Medow Street, Fort.

EXTRA STEAMER TO CHINA.



THE S. S. NORNA will leave for Hongkong on TUESDAY morning next, the 12th instant, calling at Singapore.

ALFRED PARISH,
Acting Superintendent.

P. and O. S. N. Co., Bombay, 7th October, 1869.

PRINTER'S READER WANTED, mainly for Newspaper work. No one need apply who is not thoroughly competent to read final proofs in the English Language.—Apply to Superintendent, *Bombay Gazette*, Fort, Bombay.

BOMBAY PHILHARMONIC SOCIETY.

A MEETING of the GENERAL COMMITTEE of Management will be held in the Town Hall, on MONDAY evening, the 11th instant, at ½ past 5 o'clock, for the consideration of several important matters of business.

ALFRED WAKE,
8th October 1869. Joint Hon. Secretary.

BOMBAY PHILHARMONIC SOCIETY.—The SEVENTH WEEKLY MEETING will be HELD in the Town Hall on WEDNESDAY EVENING, the 13th October, at ½ past 5 P.M., for the practice of the following Music :—

May Queen, 2nd and 3rd Chorus	S. Bennett.
The Primrose	Mendelssohn.

ALFRED WAKE,
Joint Honorary Secretary.

N.B.—Herr Schmuck will be in attendance at the Town Hall, on Monday evening, the 11th instant (and on every succeeding Monday), at 5 P.M., for the purpose of practising Music with any members who may wish to avail of his services.

NOTICE.—LOST, this morning, between Vittulwaddy and the Bombay Green, Three BILLS of LADING for 25 Bales Cotton per PEMBROKESHIRE, from Madras, in the name of Govindram Jaygopaldass; also two POLICIES of INSURANCE for ₹ 6 25 Bales and ₹ 10 for 25 Bales for same vessel and in same name. Any person finding the same and bringing it to the shop of Govindram Jaygopaldass will be rewarded, and people are cautioned against advancing on the documents.

Vittulwaddy, 8th October 1869.

In the matter of Act XXVIII. of 1865 and in the matter of the Estate of PRANJEEVUNDASS DOOLUBDASS.

THE Trustees are prepared to receive Tenders for the purchase of the remaining Assets of this Estate. Tenders may be sent in up to WEDNESDAY, the 20th instant, for the whole or a portion of the Assets. Particulars may be learned on application to Mr. M. Roonan, at his Office in No. 5, Elphinstone Circle.

M. ROONAN.
JOHN W. TEASDALE,
MADORAO MOROJEE, } Trustees.

Bombay, 8th October 1869.

FOR SALE, a new PALKEE OFFICE SHIGRAM. Price Rs. 350. Apply to

CHESSON and WOODHALL,
No. 10, Hummum Street.

Bombay, 8th October 1869.

NOTICE.—Mr. WILLIAM HOADLEY'S and JAMES LACY KENNEDY'S Power of Attorney to SIGN for ME is hereby CANCELLED.

JAMES HOADLEY,
Contractor, Baboola Tank Road.

NOTICE of REMOVAL.—The ESTABLISHMENT of Mr. T. CHATELAIN MONTANDON has been REMOVED from No. 17 Medows Street to No. 3 Hummum Street, opposite Messrs. Sykes and Dwyers', Photographers.

T. CHATELAIN MONTANDON,
Watchmaker, Jeweller, &c.

Bombay, 8th October 1869.

NOTICE.—Mr. HUGH DUNSMUIR is AUTHORIZED to SIGN my NAME per procuration during my ABSENCE.

J. A. SHEPHERD.

Bombay, 9th October 1869.

IN the DISTRICT COURT of AHMEDABAD.

In the matter of Act XIX. of 1857, and the winding up of the Goojrat Trading Company, Limited.

Pursuant to an order of the above Court, the second or last distribution of one anna in the Rupee on the amount of admitted claims is payable to the Creditors of the aforesaid Company at the Office of the Official Liquidator at Ahmedabad, within the limit of Mamelkhowd, on or after the 15th October next.

DINSHAW H.,
Official Liquidator.

Ahmedabad, 6th October 1869.

NOTICE is hereby given, that ALI MAHOMED HAJI MAHOMED has contracted to sell all that piece of land with two chawls and other buildings standing thereon, situate in the Island of Bombay, containing by admeasurement 363 square yards, and registered in the books of the Collector of Land Revenue under No. 4782, and bounded on or towards the north by Khoja Cross Street, on the south by a public street, on or towards the east by Erskine Cross Street, on or towards the west by Khoja Cross Street. Any and all persons having any claim or lien on the said premises by way of mortgage, incumbrance, or otherwise, are hereby required to make the same known to the undersigned within eight days from the day hereof, otherwise the purchase will be completed without reference to any such claim.—Dated this 8th day of October 1869.

REMINGTON, HORE, & LANGLEY,
Purchaser's Solicitors.

IN the HIGH Court of JUDICATURE at BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matter of Act XXVIII. of 1865 of the Legislative Council of India and of the Estate of HURGOVUNDASS PRANJEEWUNDASS, deceased, and hearing Messrs. Dallas and Company, Solicitors for the said Trader, I do order that the said trader Hurgovundass Pranjeewundass be discharged under the provisions contained in Sections 23 and 24 of Act XXVIII. of 1865, unless any good and sufficient cause be shown to the contrary on the 22nd day of October instant, before the sitting Judge in Chambers at 11 to 11 o'clock in the forenoon, and further that this order be once advertised in the Bombay Government Gazette, and twice in the Bombay Gazette, the Times of India, the Bombay Standard, and the Jame Jamshed.—Dated this 8th day of October 1869.

(Signed) C. SARGENT.

DALLAS & Co.,
Attorneys for the Trader.

MUNCHERJEE JEMSETJEE and SON'S ESTATE.—NOTICE is hereby given, that a FIFTH and FINAL DIVIDEND of (2) two per cent. will be PAYABLE on and after WEDNESDAY, the 13th instant, to CREDITORS on this Estate, whose CLAIMS have been ADJUSTED and ADMITTED.

Further notice is given to those Creditors who have not yet sent in their claims, and to those who have sent in their claims, but who have not applied for dividends already declared and due to them, that unless such claims are sent in, and the dividends applied for on or before the 15th November next, the amount of such dividends so due to them will be deposited with the High Court.

RUTTONJEE D. LOWJEE,
Manager to the Trustees.

Bruce Lane, 8th October 1869.

MEHERJEE, JOHNSTON, and COMPANY, No. 25 Apollo Street.

M. J. & Co. most respectfully beg to announce the arrival of their own direct fresh Consignments of following articles of domestic use, for which they humbly solicit the kind patronage of the public by an early trial for them :—

Fresh Tischicopoly Cheroots, large, (to sell cheap), and Meerschaum Pipes, &c.

Best Pale Bass' Beer, by H. Stone, in Quarts and Pints.

Best Pale Sherry and Port, of various Brands.

Fresh Flavouring Scented Tea (not to sell less than 1 lb. as Sample).

Exshaw Brandy No. 1, Chillingworth Sherry, bottled by us.

Fresh China Preserve, Fresh Biscuit (People's Mixed), and miscellaneous other fresh Preserved Provision, Store, Wines and Spirits, too numerous to bring within the small compass of an advertisement. MEHERJEE, JOHNSTON, & Co.

Bombay, 9th October, 1869.

FOR SALE, at the Godowns of the undersigned :—Norton's 1½ inch TUBE WELLS, of different lengths; also, 3 inch Californian PUMPS, with Suction Pipes, Unions, and 60 feet of Hose.

REMINGTON & Co.

8, HORNBY ROW, FORT.—TO BE LET, immediately, a convenient FLAT. Apply to Mr. McDONALD, on the premises.

WANTED.

WANTED, a BAR-KEEPER. Satisfactory reference required. No one need apply who does not properly understand the business. Apply by letter to R.D., "Bombay Gazette" Office.

HOUSES, &c., TO LET.

TO BE LET, several Rooms and Godowns in Grant Buildings. Apply to the Manager, Land Mortgage Bank of India, Limited, Parsee Bazaar Street.

TO LET, with immediate possession, the TOP FLOOR of a House No. 3, in Meadow Street, over Mrs. Hern's Millinery Establishment, suitable for Residence or Offices, with the use of a Cook-room on the ground floor. For Rent and other particulars apply to M. B. COHEN & Co.

NOTICES.

KINLOCH and ALLAN have REMOVED their Office from 14 Meadow Street, to 3 Nesbit Lane, Fort.

NOTICE.—Messrs. W. PATTISON & Co., CONTRACTORS and PLUMBERS, &c., have REMOVED from No. 12, Forbes Street, to Marine Street, late Kinloch and Allan.

INDIAN TRANSIT AND GENERAL COMMISSION AGENCY.

N. V. CURRANEE & Co.,
LANDING, SHIPPING, CLEARING, FORWARDING AND COMMISSION AGENTS.
5, Church Gate Street, Bombay.

CHAMBER of COMMERCE.—NOTICE.—A SPECIAL GENERAL MEETING of the Members of the Chamber of Commerce will be held on WEDNESDAY, the 13th instant, at 12 noon, at the offices of the Chamber, to consider the Cotton Bill now before the Council of the Governor of Bombay for making Laws and Regulations, as amended and passed through Committee.

The attendance of Members is particularly requested.

By order of the Committee,
JAMES TAYLOR, Secretary.

Bombay, Chamber of Commerce, 7th October, 1869.

NOTICE.—To be SOLD by PUBLIC AUCTION in H. M.'s Dockyard, on MONDAY, the 11th inst., and the days following, a quantity of OLD and UNSERVICEABLE MARINE STORES, consisting of Awnings, old Canvas, Sails, Rope old (Coir and Europe), Boats, Masts, Yards, Horse Boxes, Cloth Coarse Blue, Iron, Brass, Copper, and Lead old cases, Casks, Tins, &c., also Tables Iron and Elephant Stags, returned from Abyssinia. Terms of sale as usual, and for further particulars apply to the undersigned.

W. T. CROCKETT, Lieut. late I. N.,
Actg. Marine Storekeeper.

Marine Storekeeper's Office, Bombay, 2nd October, 1869.

BOMBAY, BARODA, and CENTRAL INDIA RAILWAY.—The Company's NEW DEPOT for GOODS TRAFFIC, at Carnac Bunder, is now in FULL OPERATION, and the Public can forward Goods to and from Carnac Bunder or Grant Road Stations whichever it may find most convenient, the rates to and from each Station being the same.

The Company's rates include delivery but not collection in Bombay.

For particulars of rates can be had upon application to

J. R. DUXBURY,
Traffic Manager.

General Offices, Bombay, 6th October, 1869.

NATIONAL BANK OF INDIA (Limited).—A DIVIDEND for the half year ended 30th June, 1869, at the rate of 6 per cent, per annum, or Rs. 3-12 per share, will be PAYABLE on or after MONDAY, the 11th instant, to the Proprietors registered in the Books of the Bank on the 4th instant.

By order of the Board of Directors,
JAMES WINDRAM, Manager

Bombay, 6th October, 1869.

ALLIANCE BANK of BOMBAY (Limited)—NOTICE is hereby given, that the MEETING of SHAREHOLDERS of the Alliance Bank of Bombay (Limited) advertised to be HELD THIS DAY for the purpose of receiving the resignations of Messrs. P. E. Bendir and Damodhur Heerjee as Liquidators, and for appointing a Liquidator or Liquidators in their place and stead, is, in consequence of a quorum of Shareholders not having been present at the appointed time, ADJOURNED to MONDAY, the 11th day of October, instant, at 3 P.M., at the Registered Office of the Bank.

DAMODHUR HEERJEE,
For self & co-Liquidator.

Bruce Lane, Bombay, 4th October, 1869.

THE BOMBAY CITY BANK, Limited, (in Liquidation).—NOTICE is hereby given, that the THIRD DISTRIBUTION of the ASSETS of the COMPANY, at the rate of Rupees (5) Five per Share, will be payable at the Company's Office, on the top of the Old Commercial Buildings, corner of Parsee Bazar Street, on and after MONDAY, the 11th October, 1869. To enable Shareholders to participate in this distribution, they must lodge their Certificates of Shares at the Company's Office on or before Monday, the 4th October, 1869. Shareholders drawing dividends must appear in person, or by duly constituted Attorney.

The TRANSFER BOOKS of the Liquidators will be CLOSED from 1st October 1869 until further notice.

B. R. MODY,
HORMUSJEE PESTONJEE FRAMJEE,
ARDASEER EDULJEE CHINOY, } Liquidators.

Bombay, 23rd September, 1869.

NOTICE.—SEALED TENDERS are invited for building THE NATIVE GENERAL HOSPITAL on the Esplanade, to be delivered on or before noon of the 22nd instant.

Forms of Tender and Specification can be obtained on application at the office of the Architectural Executive Engineer and Surveyor, where the Plan and Conditions of Contract can also be seen.

A deposit of 2 per cent. will be required on tendering, to be forfeited in the event of evasion or delay in signing the requisite Deed of Contract; and a further amount of 8 per cent. from the Contractor whose tender may be accepted.

The Architectural Executive Engineer and Surveyor does no bind himself to accept the lowest or any tender, and no reas will be assigned for the rejection of any or all of the tenders.

J. A. FULLER, Lieutenant-Colonel R. E.,
Archt. Ex. Engineer and Surveyor.

Bombay, 7th October, 1869.

STAPLETON (Mr. James).—INFORMATION is REQUIRED as to a gentleman of this name who was in BOMBAY in or about the year 1862, and who is believed to have been for a short time connected, either as Sub-Editor or Reporter, with the "Bombay Times," and other papers. Any person giving such information shall be adequately rewarded.—Apply to Messrs. J. H. and R. Tyas and Huntington, Solicitors, 13, Beaufort Buildings, Strand, London, England.

MR. W. G. STRETTON, recently arrived from Paris and London, begs to ANNOUNCE to his FRIENDS and the PUBLIC of Bombay that he is ABOUT TO OPEN a PHOTOGRAPHIC ESTABLISHMENT in Byculla, to be styled, THE BOMBAY BYCULLA STUDIO. Removed from the business part of the City, and attached to a Bungalow surrounded by a large compound, the above Studio will not only afford great facilities for the exercise of the Photographic Art, but will enable the most perfect arrangements to be made for the comfort and convenience of the public; Ladies especially will find the internal arrangements and the private character of the Establishment particularly acceptable.

With the experience acquired in the latest improvements of the Art from his recent connection with the eminent Firm of Messrs. Mayer et Pierson, of Paris, together with a supply of *materiel* of the most approved manufacture, Mr. Stretton is enabled to guarantee first class work only.

The Studio will be opened about the 15th instant, due notice of which will appear.

THE BOMBAY BURMAH TRADING CORPORATION (Limited).

ધી બૉમ્બે બરમા ટ્રેડીંગ કોરપોરેશન લિમીટેડ.

ધી બૉમ્બે બરમા ટ્રેડીંગ કોરપોરેશન લિમીટેડ.

NOTICE is hereby given, that the TRANSFER BOOKS of the Corporation will be CLOSED from 9th September to 13th October, both days inclusive, and that the Dividend will be payable on and after the 14th idem.

By order of the Board of Directors,
WALLACE & Co.,
Secretaries, Treasurers, and Managers.

Bombay, 29th September, 1869.

THE DHURRUMSEY SPINNING and WEAVING COMPANY, Limited.

ધી ધરમશી ખટાવ સ્પીનીંગ એન્ડ વીવીંગ કંપની લીમીટેડ.

NOTICE is hereby given, that the undersigned will receive from the Registered Shareholders of the COORLA SPINNING and WEAVING COMPANY, Limited, APPLICATIONS for 450 shares which remain for allotment in the DHURRUMSEY SPINNING and WEAVING COMPANY, Limited. Applicants will be considered found to make the number of shares they apply for, or any less number which the Directors of the Company may think fit to allot to them; and also to pay a Call of Rs. 2,000 per share at the Registered Office of the Company on or before Monday, the 1st November, 1869.

No Applications will be received after Monday the 18th instant.

CASSUMBHOY DHURRUMSEY,
Secretary, Treasurer, and Agent.

No. 14, Apollo Street, Fort, Bombay, 7th October, 1869.

INDO-EUROPEAN TELEGRAPH COMPANY (Limited).—DIRECT TELEGRAPHIC COMMUNICATION with GREAT BRITAIN and IRELAND, via the PERSIAN GULF, PERSIA, RUSSIA, PRUSSIA, and the NORDERNEY SUB-MARINE CABLE to LONDON.

NOTICE is hereby given, that the TELEGRAPHIC LINES of this Company, via the above-mentioned routes, WILL BE OPENED for the TRANSMISSION of MESSAGES, about the middle of November or beginning of December of the present year, when such necessary modifications will be introduced in the tariff as will greatly facilitate telegraphic correspondence.

The telegraphs of the Company will be worked by English telegraphists, from end to end; and this great desideratum, together with the absolute control of the traffic, to be exercised by the Company, cannot fail to effect a very considerable reduction of the time now occupied in the transmission of messages between India and the United Kingdom and the Continent of Europe.

The errors and mutilation of messages, which are now so universally complained of, will be reduced to a minimum. Unity of management, combined with the new system of automatic telegraphy to be introduced upon the Company's lines, cannot fail to produce this result.

By order of the Board,
H. WEAVER, Secretary.

General Offices of the Company, 16, Telegraph Street, Moorgate Street, London.

FOR SALE, by Private Contract, the undermentioned properties at BROACH, viz. :—

A piece of LAND situate at Vizulpore, measuring 34,783 square yards, with the Cotton Ginning Manufactory, Dwelling Houses, Godowns, and Outhouses standing thereon, and all the Machinery, Tools, &c., thereto belonging.

A piece of CULTIVATED LAND known by the name of "Hukeemjee's Vuzeefa," situate at Vizulpore, measuring 36,322 square yards.

A piece of GARDEN GROUND situate at Vizulpore, measuring 4,605 square yards, with the Bungalow, Stable, and Outhouses standing thereon.

A piece of GROUND situated in the Town, measuring 7,759 square yards, with the Dwelling House, Stable, and Outhouses standing thereon, known by the name of Minguel De Souza's Bungalow.

A piece of GROUND situate in the Town, measuring 807 square yards, with the Dwelling House standing thereon, now in the occupation of Byramshaw Dhunjeebhoy.

A piece of GROUND situate in the Town, measuring 2,463 square yards, with the Dwelling House and Outhouses standing thereon, known as Ardaseer's house.

The REMAINDER of a LEASE of 99 years, dated 11th April 1857, of the garden called Begum Barri, measuring 2,852½ square yards, with the Dwelling House, Stable, and Outhouses standing thereon.

For further particulars apply to the MANAGER, LAND MORTGAGE BANK OF INDIA, Limited

Bombay, 13th September, 1869.

NOTICES.

SPECIAL NOTICE.

MONSOON WATERPROOF SUITS.—Messrs. BADHAM & Co. have received a large supply of the best make, consisting of

Coats & Leggins—Caps, ventilated.

Messrs. BADHAM and COMPANY,
HOSIERS, GLOVERS, AND GENERAL WAREHOUSEMEN.
Apollo House. Bombay.

By Appointment.

To the late EARLS CANNING and ELGIN; and SIR JOHN MAIR LAWRENCE, G.C.B., K.S.I.

The present Viceroy and Governor General, His Excellency the Right Hon'ble the EARL OF MAYO, K.P.

MONSOON SEASON.

MESSRS. BADHAM and COMPANY beg to announce the arrival Overland of special selections in their departments for the above season.

HOSIERY DEPARTMENT.		Rs.	Rs.
BADHAM'S	Fine Bro. Cotton Socks, per dozen	12	to 21
BADHAM'S	Superfine do. do.	18	„ 21
BADHAM'S	Balbriggan embossed Silk	20	
BADHAM'S	Fine Striped and Fancy	14	„ 20
BADHAM'S	Mixed Silk and Cotton	25	
BADHAM'S	Superfine Grey and Mixed Merino	13	„ 18½
BADHAM'S	Extra Superfine do. Mixed Striped	21	„ 24
BADHAM'S	Lisle Thread ½ Hose	20	
BADHAM'S	Do. do. Fancy Striped	23	
BADHAM'S	Fancy and Striped Silk Socks	23	„ 45
BADHAM'S	Ribbed Knickerbocker Stockings for Shikaring, &c., per pair	3	„ 6
BADHAM'S	Celebrated India Gauze Under Vests	4½	
BADHAM'S	Silk and Wool Pants	6	„ 8
BADHAM'S	Bathing Drawers, Pair and Fancy Striped	2½	

SHIRT DEPARTMENT.			
BADHAM'S	Wove Flax or Prince of Wales' Shirting, a new material, absorbing, and comfortable for the Rains	8½	
BADHAM'S	Spun Silk, all colours and new patterns	12½	
BADHAM'S	Wove Flannel and Printed Shirts	10	
BADHAM'S	Silk and Wool Indispensible	10½	
BADHAM'S	French Printed Shirts	60	to 70
BADHAM'S	Long Cloth Shirts	45	
BADHAM'S	Cambric Linen Fronts and Cuffs	55	„ 65
BADHAM'S	Dress Shirts, Plaited and Embroidered Fronts each	7	„ 30

SCARF AND TIE DEPARTMENT.		Rs.	as.
BADHAM'S SCARFS and TIES.	The Zoo	3	0
	The Wellington Bow	3	0
	The Bond Street	3	0
	The Latest Novelty	3	0
	The O. K. Thing	3	0
	The Baden Baden	3	0
	The Harrogate	3	0

TRAVELLING DEPARTMENT.		Rs.	Rs.
BADHAM'S	Overland Trunks, Patent Sock Steel, Protection Ribbs, with Brass Screws—highly recommended	20	to 32
BADHAM'S	Solid leather Portmanteaus	50	to 70
BADHAM'S	Railway do.	16	„ 30
BADHAM'S	Courier Bags	5	„ 12½
BADHAM'S	Real Morocco Courier Bags	10	„ 16
BADHAM'S	Clothes Bags	20	„ 24
BADHAM'S	Whitney Rugs	12	„ 30
BADHAM'S	Scotch Plaids	12	„ 34
BADHAM'S	Red Blankets per pair	25	

Overland Chairs, Rug Straps, Cholera Belts.

HAT DEPARTMENT.			Rs. as.
BADHAM'S NAPLES FELTS.	Falkland Eglington Jerome Cantab Isis Derby Worthing Brighton	Drab latest shape Tall Drab and Black	7 8
BADHAM'S DRESS HATS.	Falkland Eglington	The new shape Extra quality	14 0

Lincoln and Bennetts 16 0

COLLAR DEPARTMENT.		Rs.	as.
BADHAM'S	Pall Mall per doz.	7	0
BADHAM'S	„ with Tie	7	0
BADHAM'S	Belgium	7	8
BADHAM'S	„ with Tie	7	8
BADHAM'S	Shakspeare	7	0
BADHAM'S	„ with Tie	7	0
BADHAM'S	Regent	7	0
BADHAM'S	Indian	7	0
BADHAM'S	West End improved	7	0
BADHAM'S BRACES AND BELTS.	Guyot's French Brace	2	8
	Ex Long India Rubber	3	0
	United Service	3	0
	Bridle Leather Belts	3	0
	Patent do. do.	3	0

BADHAM'S ANGOLAS, RIDING CORDS, VESTINGS AND COATINGS. Consists of a large assortment of the latest productions, all well shrunk, for Dress, Riding, Shooting and Hunting Suits. Special white Serges for Cricket and Boating. The Goods are obtained from the best manufactures, and are specially selected for India.

BADHAM'S OVERLAND KIT. The attention of Travellers is directed to this important Department. Those passing through Bombay with little time to spare will find every quisite for a sea or land journey ready for use.

ELLWOOD HELMETS. Hunting, Shooting, Riding, Walking With patent inner-band, fits any shaped head. A splendid protection.

HAWKES' HELMETS. The new Regulation Helmet bearing the name of Hawkes, patentee, inside.

BADHAM'S JEWELLERY.			
	Gold Solitaires, plain	15	to 30
	do. do. chased	15	„ 30
	do. do. enamelled	16	„ 30
	Gold Sleeve Links	18	„ 30
	do. Shirt Studs	14	„ 30
	do. Collar Studs	8	„ 10
	do. Scarf Ring	10	„ 15
	do. Sc

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

FRIDAY AFTERNOON.

MARKET dull—very little doing.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nomi. value of sh.	Paid up.	Last divi-dend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. a.		
100,000	100	all	10 p.ct.	Agra Bank	110
22,000	1,000	all	8 p.ct.	Bank of Bengal	1650
10,000	500	all	6 p.ct.	Ditto of Bombay New	618½
40,000	500	100		Ditto 2nd Res. Issue	292½
5,250	1,000	all	12 p.ct.	Ditto of Madras	1,600
30,000	250	all	6 p.ct.	Chartered Mercantile Bk. of L. L.& China	240
40,000	200	all	6 do.	Chartered Bk. of I. & C.	200
37,696	250	125	8 do.	National Bank of India	141
60,000	250	all	12 do.	Oriental Bank	440

LAND COMPANIES.

4,000	3,000	all	Rs. 65	Colaba Land Co.	1720
10,800	1,000	all	Rs. 30	Elph'st'ne Land	1020
10,800	1,000	650	,,11-14	Do. New	655
8,000	150	all	Nil	Frere Land & Fire Co. Ld	195
2,000	5,000	4,100	Nil	Mazagon Land	120
5,000	2,000	1,400	Nil	Port Canning	380

PRESS COMPANIES.

150	5,000	2,850	35 p.c.	Akbar Cotton Press Co.	2,325
200	2,000	1,000	200 p.c.	Allart Co. Karachee	800
200	3,000	850	300 p.c.	Alexandra Press Co.	620
	12,000	11,000	1750 p.c.	Apollo Press Co.	8,200
200	2,000	all	375 p.c.	Bombay Press Co.	2,025
200	500	all	93 p.c.	Do. New	525
500	1,880	all	880 p.c.	Colaba Press Co	11,000
350	2,000			Rast India Press Co	1,100
100	3,500	all	1000	Fort Press Co.	10,200
300	2,000	1,800	100 p.c.	Framji Cowasji Press	1,275
200	6,000	all	425 p.c.	Hydraulic Press Co.	3,400
1000	5,000	2,000	100 p.c.	Karrachee Press Co.	900
2,500	1,000	900	...	Mofus. Press & G. Co.	280
120	2,500	all	350	Prince of Wales Press	2,700
225	2,000	750	...	Victoria Press, Madras.	1,250
150	2,000	all		Timnevelly Press Co.	1,650

(* Per share for the half-year.)

RAILWAY COMPANIES.

...	£20	218.3.6	5 p.c.	G. I. P. Railway Consolidated Stock	228
...	£20	169.1.5	do.	Do. New £20 shares	198
...	£ 6	43.10.2	do.	Do.	...
...	£100	1,000	do.	B. B. & C. I. Railway Co.	1100
...	£12	199.5.1	do.	Do. New Shares	195

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	50	Albert Mills Co.	870
500	2,500	all	90 p.c.	Alliance Spinning	1,000
100	5,000	all	...	Bombay	2,800
200	1,000	all	10 p.c.	Bombay United	740
800	500	all	...	Broach Mills	250
300	5,000	all	...	Coorla Spinning	1,550
750	2,000	all	150 p.c.	Great Eastern	1345
2,500	1,000	all	50	Manockji Petit's	700
800	2,500	all	...	Oriental	1,285
600	2,500	2,300		Royal	1,400

(* For the half year.)

MISCELLANEOUS.

7,000	2,500	1,750	...	Bombay Burmah Trading Corporation	250
4,000	50	all	5	Mechanics' B'ld'g's Co.	35
800	2,000	300	9	Kurrachee Landing and Shipping Company	190
2,000	500	all	Nil	Treacher & Co.	260

BANKS IN LIQUIDATION.

		Date of L'dation.		
500	50	Jan. '86	Bank of Bombay	50
25	12½		Do. China	5½
200	35	Sept. '67	B'bay Trdr & B'nkg	6
200	40	Sept. '67	Brokers' Bank	15
250	...	Mar. '66	Central Bank	5
...	...		East India Bank's	15–16
200	10	Feb. '67	Indian Peninsula	6
200	65	May '67	Royal Bank	12
130	66	Apr. '67	Old Financial	8

COMPANIES IN LIQUIDATION.

5,200	1,750	Nov. '68	Back Bay Co.	560
3,500	2,400	...	B'bay & Bengal S. S.	100
5,000	2,400	...	Bombay Ship Co.	100

EXCHANGE.

On	Terms.	Rate.
London	At sight	1s. 11⅞d.
London Banks	6 months' sight	1s. 11 11/16d.
Do. Credits	6 Do. do.	1s. 11 13/16d.
Do. Documents	6 Do. do.	1s. 11 15/16d. to 2s.
Calcutta	At sight	100
Do.	30 days' sight	100
Do.	60 days' sight	99
Madras	At sight	100
Do.	30 days' sight	99
China	60 Do. do.	221

BANK OF BOMBAY.

Government Securities	4 per cent
Mercantile Bills	

GOVERNMENT SECURITIES.

Five-and-a-half per cent	113
Five per cent.	108
Four per cent.	94
Five per cent. (Public Works Loan)	101
Five per cent. Debenture Loan 1866-67	105
10 years' Debenture Loans	100 nl
10 years' do. do.	107½
5 years' do. do.	105
Six per cent. Municipal Loan House Rate	104
Do. Do. Market Rate	103½

PRICES OF BULLION, &c.

Sovereigns each	Rs.	10-6
Bank of England Notes	,,	10-4
Carolus	,,	290
Mexican Dollars	,,	229
Five-Franc Pieces	,,	203
Bar Silver	,,	106-10
Gold Leaf	,,	15-1
Bar Gold 10 oz. English	,,	16
Australian Gold	,,	126-9

MILITARY.

ARRIVALS.—OCTOBER 8.

Maclean, M. B., Assistant Surgeon, 1-23rd R. W. F., on duty, from Assseygur.

Gaye, Colonel, Royal Horse Artillery, on duty, from Kirkee.

Dunk, Veterinary Surgeon, Royal Artillery, on duty, from Kirkee.

Croker, Assistant Surgeon, Staff, on duty from Poona.

Worgan, Colonel, Royal Artillery, on duty, from Poona.

Moore, Captain, 3rd Light Cavalry, on leave, from Kurrachee.

Browne, Captain, 21st Fusiliers, on leave, from Kurrachee.

DEPARTURES.—OCTOBER 8.

Yates, Lieutenant, 3rd Infantry, on sick leave, to England.

Bernard, Lieutenant, Royal Horse Artillery, on sick leave, to England.

Moore, Lieutenant, 108th Regiment, on retirement, to England.

McLean, M. B., Assistant Surgeon, on duty, to England.

Williamson, M.B., Assistant Surgeon, Staff, on duty, to Poona.

Guthrie, Major, 29th Regiment, on leave, to England.

Campbell, Lieutenant Colonel, 22nd Regiment N. I., on duty, to Tanna.

Crawford, Lieutenant, Royal Artillery, on sick leave, to England.

Worgan, Colonel, Royal Artillery, on duty, to Poona.

Croker, Assistant Surgeon, Staff, on duty, to Poona.

ARMY GENERAL ORDERS.

By His Excellency the Commander-in-Chief.

Poona, 7th October, 1869.

With reference to G.O.C. No. 649, of the 22nd July last, it is hereby notified for general information, that, owing to the prevailing scarcity in Marwar, and part of Rajpootana, the movements in relief of the 11th, 20th, and 28th Regiments, Native Infantry, have been postponed until the marching season of 1870-71.

Major and Brevet Colonel the Hon'ble E. C. Massey, 25th Regiment, is appointed Commandant General Depot vice Lieutenant Colonel Berry,

The undermentioned are reported to have passed the prescribed examination in Hindoostani, according to the Lower Standard:—

Staff.—Staff Veterinary Surgeon J. H. B. Hallen, 1st Battalion 8th Kings.—Captain T. G. Crawley, Ensign F. Martyn, Lieutenant H. T. Herchmere, Ensign H. A. Vincent.

GENERAL ORDERS BY THE GOVERNMENT OF INDIA.

(*Gazette of India*, Oct. 2.)

HOME DEPARTMENT.

Mr. H. S. Spring, Supernumerary Assistant Superintendent, Revenue Survey, Hyderabad Assigned Districts, is promoted to the rank of Assistant Superintendent from the 7th August 1869.

Mr. G. Betham is appointed a Probationary Assistant Superintendent in the Revenue Survey Department, Hyderabad Assigned Districts, during the absence of Mr. J. A. Guerin, or until further orders.

Lieutenant R. Benyan, Bengal Staff Corps, is appointed to the Topographical Branch of the Survey Department as a Probationary Assistant, with effect from the 23rd July 1868.

The Reverend Mathew Lamert has been appointed by Her Majesty's Secretary of State for India to be a Junior Chaplain on the Bengal Establishment.

FOREIGN DEPARTMENT.

Lieutenants Prendergest, Cowie, and Barrow, lately appointed to the Oudh Commission, shall be considered to be "on probation" for one year.

Mr. C. U. Aitchison, Deputy Commissioner of the 2nd Grade in the Punjab, to officiate as Secretary to the Government of India in the Foreign Department, during the absence of Mr. W. S. Seton-Karr, on furlough, or until further orders.

In consequence of the resignation of Captain C. E. Watson, Royal (Madras) Artillery, Deputy Commissioner of the 4th Grade in British Burmah, the following promotions in the Commission of that Province are sanctioned, with effect from the date on which Captain Watson may be relieved of his duties:—

Mr. W. DeCourcy Ireland, Assistant Commissioner of the 1st Grade, to be Deputy Commissioner of the 4th Grade.

Mr. G. E. Barr, Assistant Commissioner of the 2nd Grade, to be Assistant Commissioner of the 1st Grade.

Mr. R. F. St. A. St. John, Assistant Commissioner of the 3rd Grade, to be Assistant Commissioner of the 2nd Grade.

Mr. R. Perreau, Extra Assistant Commissioner of the 1st Grade, to be an Assistant Commissioner of the 3rd Grade.

Mr. J. C Davis, Assistant Commissioner of the 1st Class in British Burmah an Superintendent of the hill tribes in Northern Arakan, to officiate as Deputy Commissioner of the 4th Grade, to fill an existing vacancy.

Major C. A. Munro, Superintendent of Police in the Akyab District, to officiate, until further orders, as Superintendent of the hill tribes in Northern Arakan, in addition to his own duties.

FINANCIAL DEPARTMENT.

The following appointments have been sanctioned by the Governor General in Council:—

Mr. E. Rule, Officiating First Assistant Accountant General Bombay, to officiate in the 2nd Class of the Financial Department as Deputy Accountant General, British Burmah.

Mr. T. G. Trevor, Officiating Examiner of Claims, Bombay, to officiate in the 3rd Class of the Financial Department as First Assistant Accountant General, Bombay.

Mr. J. C. Gilliland, Assistant Accountant General, Punjab, on leave, to officiate in the 4th Class of the Financial Department as Examiner of Claims, Bombay.

MILITARY DEPARTMENT.

The name of Lieutenant-Colonel Alexander Stewart Allen, of the Bengal Staff Corps, is in future to be borne in the list of the Bengal Army as Lieutenant-Colonel Alexander Stewart Allan, the surname having been heretofore erroneously spelt.

The services of Major J. P. Saunders, of the late 4th European Light Cavalry, Aide-de-Camp to His Honor the Lieutenant-Governor, North-Western Provinces, are, at his own request, replaced at the disposal of His Excellency the Commander-in-Chief.

Army Commissariat Department.—Lieutenant-Colonel J. I. Willes, of the Bengal Staff Corps, Deputy Commissary General and Officiating Commissary General, to be Commissary General from the 22nd July 1869, vice Major-General J. D. Macpherson, C.B., who vacates on succession to Colonel's allowances.

It is hereby notified that the salootries and farriers of the establishment laid down for Mountain Batteries in G. G. O. No. 203 of the 19th February 1869, are to be classed as fighting-men, and not as native artificers and followers.

PUNJAB FRONTIER FORCE.—4th Cavalry.—Ensign D. S. Cunninghame, of the 25th Foot, a candidate for the Staff Corps, to officiate as 1st Squadron Subaltern, on probation during the period Lieutenant R. P. Blake may officiate a 3rd Squadron Officer, or until further orders.

Lieutenant Bingham will rank as Lieutenant in that corps, with effect from the 7th September 1868, subject to Her Majesty's approval.

The under mentioned officers are permitted to proceed to Europe on Furlough on private affairs:—

Lieutenant-Colonel Albert Balcombe Beatson, of the Bengal Staff Corps,—for two years under the Regulations of 1868, embarking at Bombay on or after the 11th October 1869.

Major John Leven, of the Bengal Staff Corps, Deputy Assistant Commissary General, 1st Class,—for two years under the Regulations of 1868, embarking at Bombay.

Major Shadwell Saunders Boulderson, of the Bengal Staff Corps, Settlement Officer, Kehree District, Oudh,—for two years under the Regulation of 1868, embarking at Bombay.

Captain Ayrton Pullan, of the Bengal Staff Corps, Assistant Surveyor, 1st Grade, Great Trigonometrical Survey of India,—for two years under the Regulations of 1868.

Ensign William Henry Browne, of the 58th Foot, 2nd Wing Subltern, 14th (The Ferozepore) Regiment of Native Infantry, is admitted to the Bengal Staff Corps, with effect from the 4th September 1868, subject to the confirmation of the Secretary of State for India.

Ensign Browne will rank as Lieutenant in that Corps, with effect from the 4th September 1869, subject to Her Majesty's approval.

Lieutenant-Colonel George Edward Holmes, of the Bengal Staff Corps, 1st Assistant Adjutant General, is permitted to proceed to Europe on furlough on private affairs,—for eighteen months under the Regulations of 1869, embarking at Bombay.

PUBLIC WORKS DEPARTMENT.

Lieutenant W. M. Story, General List, Infantry, is appointed to the Public Works Department as an Assistant Engineer of the 2nd Grade and posted to Central India.

Lieutenant-Colonel D. Briggs, S.C., and Major C. J. Mead, S. C., Superintending Engineers, 2nd Class, 1st Grade, are promoted to officiate as Suprintending Engineers, 1st Class, with effect from 1st September 1869.

Mr. B. J. Richard, British Burmah, is promoted from Assistant Engineer, 3rd Grade, to 2nd Grade.

His Excellency the Governer General in Council is pleased to make the following promotions in the Public Works Department with effect from the 1st September 1869:—

From 2nd to 1st Grade Executive Engineer.

Mr. J. Bennett, Port Blair.

Captain H. R. Faber, R. E., Central Provinces.

Captain E. Swetenham, S. C., Central India.

From 3rd to 2nd Grade Executive Engineer,

Major R. C. Babington, M. S. C., Mysore.

Captain G. Baillie, Invalid Battalion, Central India.

Mr. A. D. Campbell, Hyderabad.

Mr. F. Vanstavern, Central Provinces,

Mr. J. H. Wilson, Central Provinces,

From 4th to 3rd Grade Executive Engineer.

Mr. J. H. Henry, Central India.

Mr. C. W. Hope, Barmah.

Mr. J. Sheldon, Rajpootana.

Lieutenant S. J. Dunlop, 23rd Foot, is appointed to the Public Works Department as an Assistant Engineer of the 2nd Grade and posted to the Central Provinces.

Mr. D. C. Gordon, Assistant Controller, Public Works Accounts, Punjab, is promoted to Deputy Controller to fill a vacancy.

SHIPPING.

DAILY FREIGHT REPORT—8TH OCTOBER.

London	Cotton	Nom. p. ton
	Cases	No ship loading.
	Seeds	,,
Liverpool	Iron Ships Cotton	£1 10s. 0d. to £1 17s. 6d. ,,
	Wooden Ships ,,	£1 10s. 0d. to £1 12s. 6d.
	Myrabolns & Coir bdls	£0 10s. 0d. to £0 12s. 6d.
	Seeds	£0 15s. 0d. to £0 17s. 6d.
	Cotton	£2 0s. 0d. Nominal
Havre	Coffee	Nominal
Overland	Steamers	£3 10s. 0d. to £3 15s. 0d
China	Steamer Cotton	Rs. 10 per bale.
	Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Nominal
Calcutta	Salt	Rs. 3 0 0 to 4 0 0 per ton.
Calcutta to Bombay		Rs. 13 to 14 and Calcutta Port Charges
Mauritius		8 annas per bag nominal.

ARRIVALS.

Oct.	Vessel.	Commander.	From.
8	Abyssinia (s)	Templeton	Bussorah, Sept. 23.

The barque Teesdale, Scarrow, to Bangkok, obtained her port clearance yesterday.

The following vessels began to load yesterday:—

Ship Annie Frost, to Calcutta.

Ship Isabella Hercus, to London.

Steamer Tilly, to Malabar Coast.

CALCUTTA.

ARRIVAL.

Oct. 3 Arabia (s) ..... Sanders ..... Moulmein, Sept. 26.

DEPARTURES.

Oct. 3 Lady Palmerston ..... — ..... —
Chanticleer ..... — ..... —
Horsa ..... — ..... —
Merchant ..... — ..... —

Passengers arrived per Steamer Arabia.—Col Stoddart, Major Sladen, Mr. and Mrs. Booth, Dr. Brademeyer, Mr. Philan, Mr. W. Carr, Mr. G. M. Moolah, 3 European sailors, and 43 natives on deck.

MADRAS.

DEPARTURE.

Oct. 2 Star of India ..... — ..... London.

BOMBAY DIOCESAN BOARD OF EDUCATION,

for promoting the Christian Education of European and Indo-European Children throughout the Presidency of Bombay.

MEMBERS OF THE BOARD.

Lord Bishop of Bombay, President *ex officio*.

Hon. Sir R. Couch.	Ven. Archdeacon Leigh Lye.
Hon. Mr. Justice Gibbs.	Rev. C. T. Wilson.
G. Foggo, Esq.	Rev. W. Maule.
C. E. Chapman, Esq.	Rev. C. P. H. Johnston.
A. T. Crawford, Esq.	Rev. T. K. Weatherhead.
A. R. Scoble, Esq.	Rev. C. Gilder.

A. C. Moore, Esq., Hon. Treasurer.

Rev. G. C. Reynell, Hon. Secretary.

The Board makes grants to the Diocesan School, Byculla; St. John's School, Colaba; St. Peter's School, Mazagon; Bishop's School, Poona; Poona Girl's School; Pensioner's School, Poona; Sholapoor European and Eurasian School. Total amount of grants Rs. 550 a month.

Subscriptions, which are earnestly solicited, will be received by the Treasurer, "The Brae," Chinchpoogly, or by the Secretary, Parsonage, Byculla.

G. C. REYNELL, Hon. Secretary.

Bombay, 23rd June, 1869.

DIOCESAN SCHOOL, BYCULLA, (in connection with the Bombay Diocesan Board of Education).

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DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

BIRTH.

MALCOLM—September 20th, at Bushire, Joseph A. Malcolm, Esq., Armenian Merchant, aged 68 years.

DEATH.

PRIESTLEY—October 8th, at Kalbadevie, from dysentery, William Edward Joseph, the beloved and only son of Mrs. and Mr. Joseph Priestley, aged one year one month and six days, deeply and sincerely regretted.

NORTH-WEST PROVINCES, &c.

BIRTHS.

TEEL—September 28th, at Dalhousie, the wife of H. W. Steel, Esq., C. S., of a daughter, still-born.

WELDON—September 17th, at Leiah, via Dera Ismail Khan, Punjab, the wife of Crawford A. Weldon, Esq., of a daughter.

MARRIAGE.

MACGREGOR—DURAND—September 23rd, at Christ Church, Simla, Major Charles Metcalfe Macgregor, Bengal Staff Corps, to Frances Mary, daughter of Major General Sir H. M. Durand, K. E.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

Bombay Gazette Office, Bombay.

The Bombay Gazette

SATURDAY, OCTOBER 9, 1869.

ALTHOUGH His Excellency the Governor has agreed to delay the passing of the Cotton Frauds Bill, he does not seem to have a clear idea of the causes which led to public complaint. Yet they were very pointedly set forth by Mr. Tucker in his first speech last Monday. He stated what is notoriously true, when he said that the public excitement had been allayed by the report of the Select Committee; that no one calculated on the shelving of the report and a disregard of its recommendations; that it was only after the debates of the 27th and 28th that the public could learn what the promoters had done with their bill; that it was only on Saturday last that the bill was reprinted, and consequently that on the morning set apart for the third reading none except those present at the Council could know what had been done. Here lay the real gravamen of the charge of hasty legislation—that no opportunity had been given to those who relied on the adoption of the Select Committee's report, to discuss the alterations suddenly introduced at the end of a long interval of inaction. We have never had a copy of the amended bill to this day. Whether a copy had been sent to the Chamber of Commerce we do not know, but infer that no copy had been sent. His Excellency seems to think that it is possible to follow all the changes from the reports of the Legislative Council's proceedings. A little experience on his part of the operation would have convinced him that the thing could not have been done. No outsider could track the legislative mind through all its wanderings up and down the paragraphs of the report, unless he had before him the bill as amended, and the amendments which were subsequently introduced. No amount of respect, not even unqualified veneration, for the Council, would have compensated for the absence of the authentic documents. The Chamber of Commerce is, therefore, not open to the censure of His Excellency. It is true that they might have prayed the Council to arrest proceedings on the ground that they had been kept in the dark; but if they chose to base a petition on the only authentic information supplied, they had a right to do so, and the Council had no right to complain. As it was, the promoters of the bill took advantage of the fact that information had not been supplied, to show that the Chamber had fallen into error; whereas they should have said that, seeing how the Chamber had been left in the dark, its errors were not surprising; and that, under these circumstances, they would delay the bill until the Chamber had been placed in possession of the documents and had had time to deliberate upon them.

Practically this course has been taken, but it might have been taken without the accompaniment of so many lectures and such an array of jubilant refutations. How the bill stands at this moment we do not know, since no information has been afforded to us; but we may trust that the Committee of the Chamber will see that the Secretary takes care to procure copies of the bill, and that next Wednesday the Chamber will speak with clearness and decision. One thing, however, is tolerably plain—the opposition, although carried on under the greatest disadvantages, has not been wholly ineffectual, and there may be still time to exert additional reason and influence for the purpose of making the bill less objectionable. His Excellency the Governor and Mr. Campbell, in order to discredit the opinions of the Chamber, showed that they were a changing and inconsistent body. What then is the Legislative Council? Where are Mr. Ellis and Mr. Brown? And where is the report they and Mr. Campbell signed? The Chamber, perhaps, will take up the Governor's challenge at their meeting next Wednesday, and will also set forth some reply to the attack of Mr. Campbell. But the main thing to be done will be the criticism of the bill, now that it has been perfected by the legislators at Poona.

BETWEEN them, the Horse Guards and the India Office have come to a decision on the rules to be applied "for the reduction of the establishment of the non-purchase regiments" whilst serving in England. These regiments are to get a taste of the hardship meted out to homeward-bound officers of the Royal Army as a sort of reward for spending a long time abroad, and summed up in the word reduction. In a despatch, dated August 25, and addressed to the Governor-General in Council, the Secretary of State informs the Viceroy that "it has been decided that, whether there may be supernumeraries or not, promotion shall be given in the room of every officer who may retire when the interests of any officers, late of the Indian Army, would suffer by absorption. But, in the case of a death, or a casualty such as that caused by the supersession of an officer, the rule of allowing only one vacancy in two to go in the corps which is adopted in the reduction of purchase regiments, will be applied also to the new line regiments."

Thus, whether or not "the interests of any officers, late of the Indian Army," would suffer or not, they are, under the specified circumstances, to come under the rules applied to purchase corps which have never been the victims of the process called Amalgamation. How the Secretary of State arrived at the conclusion is not stated. In the same despatch, however, he says that he has transmitted "a copy of a correspondence," and a marginal note informs us that the correspondents were the gentlemen of the Horse Guards and the gentlemen of the India Office. That correspondence is forwarded for the information of the Governor General in Council; but it would be very interesting to see how the high authorities concerned treated the subject, and what reasons were urged pro and con. Will the Governor-General be good enough to order its publication? The officers, *late* of the Indian Army, would like to see how the India Office looks after their interests.

THE "Gazette of India" of the 2nd instant publishes amended rules for the levy of ecclesiastical fees in India.

LIEUTENANT H. J. BANNERMANN, Staff Corps, Adjutant 1st Central India Horse, has been allowed furlough to Europe for twenty months, on medical certificate.

OUR Agra contemporary hears from Abbottabad that a garrison consisting of 800 infantry, a squadron of cavalry, and a battery of mountain train artillery, is to be stationed in Agror.

THE *Asiatic* professes to have the best authority for declaring that Lord Napier of Magdala has been offered, and has accepted, the Indian Command-in-Chief, in succession to Sir W. Mansfield.

LIEUTENANT C. J. A. YATES, General List, 2nd King's, Subaltern, 3rd Regiment N. I., has obtained furlough to Europe for two years, on medical certificate, under rule 15th of the furlough regulations of 1868.

COLONEL R. RICHARDS, of the Staff Corps, Commandant Her Majesty's 6th Regiment N. I., has obtained furlough to Europe for two years on medical certificate, under rule 15th of the furlough regulations of 1868.

IT has been notified by the Bombay Commander-in-Chief that owing to the prevailing scarcity in Marwar and part of Rajpootana, the movements in relief of the 11th, 20th, and 28th Regiments N. I. have been postponed until the marching season of 1870-71.

IT appears from home papers that Major-General F. Wheler, C. B., who was General Troup's immediate predecessor in command of the Meerut Division, has succeeded to a baronetcy on the death of his uncle, Sir Trevor Wheler, of Wellesbourne, in the County of Warwickshire.

THE "Delhi Gazette" hears that in consequence of some mistake made at the Horse Guards in giving brevet rank to Colonel Rothney, C. S. I., commanding the 5th Goorkhas at Abbottabad, he will revert from his rank of Colonel to that of Lieutenant Colonel.

MAJOR SLADEN, Political Agent at Mandalay, has come to Calcutta. He is going to Simla to have an interview with the Viceroy, and will thereafter proceed to England on two years. leave. He was entertained at a public dinner at Rangoon before leaving that port. Major McMahon has been spoken of as his *locum tenens*.

"It is said," we quote the "Indian Daily News," "that some changes are likely to be made in the Office Establishment of the Financial Secretary to the India Government. If rumours are to be believed, Mr. Gay, the Officiating Deputy Comptroller-General, is likely to be transferred to the Financial Department, and some of the gazetted officials attached to that establishment are to be pensioned off."

WITH a view to regulating the grant of furlough to military officers under the Regulations of 1868, the Governor General in Council has directed that officers obtaining furlough on private affairs are to understand that the grant of the furlough only holds good for three months from the date of the General Order notifying it. This period of three months is inclusive of the thirty days' preparatory leave allowed to reach the port of embarkation. In the case of an officer not embarking within the prescribed period, the order granting it will cease to have effect.

THE DEFICIT.

THE "Englishman" of the 5th instant has a telegram from Simla (dated the 4th—1-40 P.M.) giving a fuller version than that received from Umballa, of the official statement which has been published in regard to the state of the finances and the proposed increase of taxation:—

"A 'Gazette of India Extraordinary' publishes an unreserved statement of the financial position of the country. The deficit last year, 1868-69, amounted to two and a quarter millions sterling. The estimated deficit for the current year, 1869-70, is one and three quarter millions sterling. The Government declares its intention to hide nothing, but to tell the whole truth to the public, and its determination not to allow the deficit to continue. Reductions have already been ordered to the extent of one million and a quarter sterling in the Public Works charges of next year, and of eight hundred thousand pounds sterling on those of the current year. Very large savings are also to be made in the Military and Civil Charges, but the British forces are not to be reduced by a single man. The Madras and Bombay salt duties will be increased by five annas per maund, and a bill is to be introduced into the Legislative Council as soon as it meets in Calcutta, for doubling the income tax, for the last six months of the current year, and raising the whole rate for the year to one and a half per cent. The operation of this special bill will cease at the end of the year. No further increase of taxation is to be made. The general feeling here is that the past mismanagement has been great, but that the present Government deserves much credit for telling the truth, and meeting the crisis so completely."

CHOLERA AT PESHAWUR.

THERE are contradictory reports about the cholera at Peshawur. It is asserted in the "Pioneer" that although it has not altogether disappeared from the bazars and cantonments of Peshawur, it has considerably abated. A correspondent, writing on the 30th September, says:—"There are still a few deaths daily of soldiers, women or children, but fresh cases of cholera are now very few. A marked change took place yesterday evening in the climate. The thermometer has fallen several degrees, and we are all full of hope that the worst has passed."

The "Delhi Gazette" (Oct. 5) states that cholera continues its ravages with unabated vigour and virulence at Peshawur, and that it appears to be spreading throughout the valley. Some cases have occurred at Nowshera, and a traveller says it prevailed on the other side of the Cabul river. Another correspondent estimates the loss in the city at two thousand; and among the troops and European residents at two hundred. "The 36th Regiment would appear to have suffered the most, and our informant adds that some ninety or more lives had been lost in that corps alone up to the date (the 28th ultimo) on which he wrote. The 104th at Chukrata was comparatively free from it, and so it would appear was the Artillery. The disease is said to be everywhere very fatal. Mr. Pierce, an old campaigner who had survived Chillianwah and passed through the Khyber, and whose venerable features must be well known to all who may have frequented Mr. Baker's shop, died of it in a few hours. An impression seemed to obtain that it came from Cabul by way of the Khyber pass. Whatever its source there can be no doubt as to its character, and though it had somewhat abated in the city it was still numbering its victims among the Europeans when our despatches left."

PASSENGERS BY THE HOMEWARD MAIL.

THE P. & O. Co.'s steamer Sumatra, Captain B. A. White, will sail to-day, for Aden and Suez, with the following passengers:—

For Marseilles—Hon. H. S. Maine, Mr. W. S. Seton-Karr, C.S., Mr. and Mrs. John Beatty, Mrs. Bradford and two infants, European servant and native servant, Miss McMurdo, General Wilson, Mrs. Galpin and infant, Mr. James Simpson, Mr. J. T. Oxford, and Mr. and Mrs. J. A. Shepherd.

For Southampton—Mrs. Glen and infant, Colonel Richards, Mr. Alexander Dunbar, Mrs. W. Kinloch and infant, Captain and Mrs. Jones, Mr. Massey, Mr. James McKean, and M. C. H. Glyn.

For Suez—Mr. Alexander Macdonald.

For Aden—Shah Ash Ben Ali.

LOCUSTS IN MAHEE KANTA.

THE following extract from the diary of the Political Agent, Mahee Kanta, for the week ending 12th ult. was yesterday placed at the disposal of the press:—"The crops are reported as very good throughout the province, but the locusts that passed through the province some days ago, deposited eggs, and the young locusts are destroying the bajree and jowaree crops."

ALTERATIONS IN THE RELIEFS.

WE hear that, owing to the sickly state of the 103rd Royal Bombay Fusiliers at Morar, it is determined to remove them in this relief to Delhi and Roorkee. The 1st Battalion 11th Foot from Fyzabad will, we believe, take their place at Gwalior. From the same cause alterations will be made in the destination of several batteries of the A. Brigade Royal Horse Artillery in order to relieve the two batteries at Peshawur—A. and D. going to Peshawur, and B. and E. to Rawul Pindee and Sealkote respectively.—*Pioneer*, Oct. 6.

THE RECENT OUTBREAK OF CHOLERA AT BHOPAL, MALWA, &c.

THE Secretary to the Government of India, Foreign Department, wrote to the Officiating Agent to the Governor General in Central India, on 23rd Sept. last, acknowledging receipt of letter, dated 25th August, with reports of the effects of cholera in Bhopal, Malwa, and on the Agra and Bombay road, and adding—

"In reply, I am directed to observe that, while His Excellency in Council has perused these accounts with painful interest, he gladly avails himself of this opportunity to record his high sense of the conduct of Captain Bradford, and of the non-commissioned officers and troopers of the Central India Horse, who appear to have behaved during this alarming crisis with great energy, fearlessness, and humanity in carrying out various measures for the relief of the sick, and for the discharge of the last duties to the dead. His Excellency in Council will have much pleasure in publishing these papers in the *Gazette* for general information.

"Great credit is also due to the Assistant Engineer, Baboo Beharee Lall, for his energy and zeal at such a trying time.

"His Excellency in Council thinks that you might avail yourself of these facts to press on Maharajas Holkar and Scindia, and on Her Highness the Begum of Bhopal, the paramount importance of precautionary and sanitary measures at their respective capitals.

"Your letter and its enclosures will be duly communicated to the Home Department and to the Sanitary Commissioner."

PAST AND PRESENT.

A Brahmin mus'd as he sat on a stone
Of many things thought he,
But still his mind would wander back
To pice and rice and ghee.

He moaned as he dwelt on the good old times
When Brahmins Brahmins were,
When Widows widows did remain
Or were burnt up then and there.

He sighed as he thought on the good old times
When the Faqueer swung on the hook,
And beneath the car of Juggernath
Men rushed with a frantic look.

When the life of a cow was a holy thing
And the death of a man was naught,
When by gods, on every stone and tree,
Strange miracles were wrought.

But alas, and alas, for the good old times,
Gone ne'er again to return,
Now widows are wives, and on the Pyre
They never more will burn.

The Faqueer swings not on the hook
And men are not crushed to heaven,
And cows are slain and the gods look on
Whilst the stone and the tree are riven.

The Brahmin slept as he sat on the stone
Of many things dreamt he,
But when awake his thoughts went back
To pice and rice and ghee.

COTTON CROP REPORTS.

WE are indebted to Mr. Melville, General Manager of the Mofussil Press and Ginning Company, Limited, for the following information. He writes under yesterday's date:—

In continuation of my former reports, I have received the following advices from the Cotton Districts regarding the condition of the crops:—

HINGUNGHAT.—Messrs. Warwick & Co., in a letter dated the 29th ultimo, write:—"The rainy weather still continues, and damage is being suffered to a great

CORRESPONDENCE.

THE MEETING OF THE CHAMBER OF COMMERCE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Though the letter I sent you yesterday made no reference to "the exclusion of reporters"—there may be room for two opinions as to whether it ought to have "affected the purport of what you have written" and printed in your paper to-day: a fair consideration of the last paragraph of the letter might perhaps have caused what you wrote to be more accurate, but would have given trouble, and no doubt it was easier to try to be amusing at my expense. The facts are these: A meeting of the Chamber was called by advertisement and circular according to rule—"To receive the report of the outgoing committee of the Chamber, and to appoint a committee for the present year."

That was the business which the members of the Chamber were called together to transact, and when it was concluded, the meeting was at an end. Your reporter was told this: as you put it "he was ordered out of the room," and if you had said he had been turned out of the room, the one statement would have been as accurate as the other.

Advantage was taken of the presence of a number of members to confer on business special to many of the members of the Chamber, with which the public had no concern, and when this business was finished a conversation (it could not properly be called discussion—though I used that word yesterday in error) was got up amongst the gentlemen assembled on a variety of matters—the Cotton Bill amongst the rest. Of this conversation I had no idea beforehand any more than the Reporter or the Editor of the *Bombay Gazette*.

When the Chamber of Commerce meets to discuss any question of interest either to itself or the public, it does so, like every regularly constituted body, on due notice of the business to be considered being given to its members.

I do not know who the "influential members of the Chamber" may be—to whom you have freely offered your information—but I may take the liberty of saying if they will be good enough to consult the rules of the Chamber, which every member has at hand in the reports, they will find the information there a little more accurate as to the manner of conducting the business of the Chamber than what you have so kindly offered.—I am, Sir, your obedient servant,

JAMES TAYLOR.

Bombay, 7th October 1869.

[We can assure Mr. Taylor, with much regret, that no one finds it easy to be amusing or even try to be amusing at his expense: much easier to be dull. Surely he does not think the statement, hat he ordered reporters out of a room—funny? The main point, however, is—did Mr. Taylor, or did he not, exclude the reporters? No matter what form of incantation he may use to make reporters depart, it is plain that he does utter some magic syllables which induce them reluctantly to obey their solemn mumbo, and relinquish the chance of reporting an animated and pertinent discussion—Mr. Taylor used the *right* word first. What we said is perfectly accurate—Mr. Taylor *did* intimate to the reporters that they were to go. In other words he hinted an order; and had they not taken the hint we suppose he would have turned them out. What then becomes of this lame apology; or what is the worth of this charge of inaccuracy [Will Mr. Taylor kindly point out the rule under which he expels reporters—by incantation or otherwise!]

"THE DIOCESAN SCHOOL, BYCULLA."

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—The first number of the *Indian Church Review* has an article under the above heading, in which the Scottish Education Society are taken to task and roundly abused for presuming (I presume) to establish their own school at Byculla. Now, Sir, I shall find no difficulty in showing that the *Church Review* writer knows very little about the subject which he has presumed to discuss. He appears to be ignorant of the fact that once upon a time certain overtures were made by *his* church party to the Scottish Education Society to amalgamate the educational interests of both, and to build one or more schools in common, and that these overtures were received in good faith and expected to be carried out. Defection and abortion followed, the scheme fell through as "the church" rose *higher* and *higher*. Let the writer now enquire which party receded from its promise, and upon whom rests the charge of producing the abortion.

The Scottish Education Society were left free to provide education for their own children, and it is not only possible but very probable that, having heard of the want of a school at Byculla, they secured the most desirable premises for the purpose and established their school. The *Church Review* asserts that Byculla "does not furnish field enough for two such institutions" as the Scottish and Diocesan Schools. Probably not: but the Scottish Education Society are surely not answerable for the condition or the continued existence of the Diocesan School! As well might the Roman Catholic School of St. Mary's—close by—charge the Scottish Education Society with poaching on its domain, since St. Mary's is no less "undenominational" than the Diocesan School. If the three "rivals" at Byculla look well after their own school, it is as much as can be expected of them. "The church" owns a large field of children in Byculla, and it should find no difficulty in drawing a large number of pupils to the Diocesan School. But the *Church Review* is ignorant of the fact that two hundred Christian children were left unprovided with education of any kind when the Scottish Education Society established their school at Byculla. If this is a fact, then what becomes of the *Reviewer's* charge that "Byculla does not furnish field enough for two such institutions?" Whether the Diocesan School could or could not occupy the whole field at Byculla, may be left to the public to decide, at all events there was good evidence to show that a large number of Christian children were left uneducated in that neighbourhood—why or wherefore must be determined by and bye—and that the Scottish Education Society would be usefully employing itself by establishing a school for these neglected ones. The idea of "rivalry" need not have been entertained by the Scottish Society—extended usefulness was doubtless their sole aim in going out to Byculla. Is it too much to expect the *Reviewer* to believe that no other part of Bombay would have suited the Scottish Education Society so well as Byculla, because the children requiring education lived in or near Byculla? It was this fact which I suppose influenced the priests of St. Mary's, and the Diocesan Board, in the selection of the sites for their schools. Would the Scottish Education Society have "exhibited a better spirit" by establishing their school out of the reach of the children for whose benefit it was intended? The *Reviewer*, in ignorance of the educational wants of the Christian children of Bombay, thinks so.

Again, it is asserted that "the action taken by the Scottish Education Society cannot but injuriously affect both schools." How can this be? except the parents of children become alarmed at the efforts of the educationists, and look with suspicion upon education itself. The cry has all along been—"Nobody in Bombay cares for Christian education, and nobody will establish schools for such children." Now, as far as my own personal acquaintance goes, the new Scottish School at Byculla has been welcomed by a very large number of people who say that it was much wanted; how then can both schools suffer injury? And it is also said, that "the interest recently created in the matter of education has not had time to fix itself sufficiently otherwise than to be disturbed, and perhaps altogether dissipated by such unnecessary rivalships as that referred to." Within "the church," the interest in education is well nigh dissipated already, if one may judge of it from an outside view. But let the *Reviewer* take courage in the belief that if "the church" should leave Christian education in Bombay to take care of itself, there are a few men to be found who will not allow idleness and inactivity to usurp the place of duty; men who will not seek to explain their own shortcomings by pointing to the "presumptuous arrogance" of their neighbours. The interest in Christian education in Bombay is increasing, and will continue to increase, whether "rivalry" has room to manifest itself or is dissipated for the want of an opponent. It would be a poor cause that would be deprived of public interest in consequence of the active measures which have recently been taken by the Scottish Education Society.

The *Reviewer* counsels "a little kindly feeling and the exercise of common-sense" to "suggest a remedy for the evils that a persistence in the antagonism that the Scottish Education Society has manifested is sure, sooner or latter, to engender." What these "evils" are, it is difficult to say. My own impression is that nothing but good to Christian education will follow the Scottish movement. I do not see how it can be otherwise. It is not the existence or non-existence of particular schools with which the public have to do, but the provision of good Christian education for their children. If "the church" cannot do the work efficiently, somebody else must; and this is just the "common-sense" view of the matter. If the Scottish Education Society could find no room for their operations in Byculla, depend upon it the Society would not have been found in that field. "Common-sense" and a sense of duty must have led them there, and it is a display of very *uncommon sense* to suppose that so respectable and practical a body would be found willing openly to waste the funds collected by them for Christian education merely to serve the purpose of the exercise of a wretched rivalry.

I know nothing about the *conscience clause* in the rules of the Diocesan School of which the *Reviewer* speaks, and I do not suppose that the general public care a straw about it if they know what it means. All that I do know about conscience in connection with Christian schools is that the supporters of these institutions should make conscience of their own work, and that this will keep the consciences of other people very quiet indeed.

One word more in conclusion. Christian education is fairly on its trial in Bombay, and if there must be denominational schools—as some diocesans most unmistakeably wish—then let each Society work earnestly to promote Christian knowledge. Let them provide funds, seek out neglected children, and do the work of visitation, not as a matter of routine but as a matter of conscience, so that those in immediate charge of the schools may not be able to say, "we are left to chance, to sink or swim as a blind fate may direct.' There is no institution of which it may more truly be said that if good it cannot be extinguished than a school, and of which it may also be said that if it degenerates it must perish. We are dealing with a discerning public, in matters educational, and it will never do to insult the said public by insinuating that they are unable to discern between good and bad education, between sincere "common-sense" efforts to advance the culture of youth, and the sickly attempts of those whose ambition is to be left alone in their glory, and whose song is to villify their fellow-labourers by attributing to them a "presumptuous arrogance" and other unchristian and unprincipled motives.—Yours, &c.,

SENEX.

THE GIRGAUM BURYING GROUND.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—The above burying ground alluded to by "A Catholic" in your issue of the 6th inst., is, to say the least of it, an eye-sore, reflecting discredit on our Municipality. Often has this sickening subject been before the public, but with the same unsatisfactory results. It would seem as if the Municipal Commissioner had no voice in the matter; or as if the clerical authorities were averse to graves being dug deeper than two feet. The appalling fact of ghastly dead bodies lying baked by the sun at the surface of the ground—the result of shallow graves—which some short time ago was shown to have been the case, appears to have lost its repulsiveness for the very Catholic (?) feelings of the parties concerned. Either the cemetery should be closed permanently, or in future care should be taken to compel the burial of the dead in a decency of manner befitting a Christian burial.—Yours &c.,

R. L.

"DEATH IN THE POT."

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Everyone who has perused the very sensible article of one of your Madras contemporaries *(Madras Mail)* which I find reprinted in your issue of this day, and which refers to the deleterious effects badly tinned copper vessels may have upon our constitution, cannot fail to be surprised to find that the suggestions he makes have not been practically carried out "long ago," especially in a country like India. What your contemporary says about the "so-called cases of cholera" &c. &c., is I am afraid only *too true*, and I would earnestly urge upon everyone to discontinue the use of copper vessels in the kitchen. I do not make this appeal to my countrymen in order to frighten some of them, but I am personally convinced that the use of enamelled iron vessels will be, if anything, more conducive to health. Of late I have been living in one of the finest and healthiest stations in India, and in spite of every comfort and, in fact, everything that could tend to make man happy, there was continually something that disagreed with me, and I now mean to try iron versus copper, and feel confident of the result. In conclusion I cannot too strongly urge upon everybody the correctness of your Madrassee contemporary's views, and remain, yours faithfully,

INDIAN.

AN AMATEUR FINANCIER'S SUGGESTION.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Now that there is so much talk about a deficit in the Budget, I am of opinion that any new form of tax (new to this country) which can be legitimately levied should have the careful consideration of the Minister of Finance, and I think the one I now propose would place a considerable sum to the credit of Government. My proposal is this, to levy a certain annual amount payable like the income tax now (monthly) on every individual who keeps more than three house servants. Of course the tax would be imposed on Europeans and natives alike, and it is also to be understood that neither dhobie, sweeper nor bheestie should be termed a house servant, unless either or all of that class of servants were exclusively engaged to serve one master, similarly as butlers, cooks, hamals, messals, ayahs, &c. &c., which class of servants never serve two masters, or, more properly speaking, in two houses at one and the same time. Of course hotel proprietors would be subject to the tax, the same as private individuals. I am not aware that the subject of this tax has ever been mooted before, but at all events I have never seen or heard of it, if it was. The rates to be levied, of course I don't consider myself capable of fixing even nominally. I will leave that to some one more conversant with the subject of taxes than I am.

AN AMATEUR F. M.

Kulladghee, 1st October.

THE ALBERT.

WE pity the policy-holders of the "Albert" if the official liquidator has law on his side to support the announcement made by telegram, that premia must continue to be paid if the policies are not to be forfeited. According to his own showing on a former occasion, the assets are not one-tenth of the liabilities. What will that tenth become when legal expenses and liquidator's fees are paid? Can it be that the liquidator is to be paid by a percentage on amounts realized? If so, we can understand his announcement.—*Pioneer.*

THE SCARCITY OF GRAIN EXPLAINED.

THE scarcity of grain has set all the native papers guessing as to the probable cause. Some are of opinion that it is not the want of rain but the evil combination of grain-dealers that has worked the mischief; while others again see in it only the natural result of "the non-interference and negligence of Government." But the *Lawrence Gazette* thinks all this mere babble, and proceeds to say,—"that as it is the duty of editors to give the real cause," he will give it. He is morally convinced, and no intimidation shall drive him from his conviction, that the real reason for the scarcity of grain is—that "there is not sufficient to meet the demand." Verily a Daniel come to judgment!—*Pioneer.*

A DOCTOR'S DICTUM ON CHOLERA.

WE have received from Messrs. Thacker, Spink and Co. a pamphlet entitled, *Cholera Maligna is Acute Inflammation of the Mucous Tissue of the Small Intestines.* The author is Dr. George Barnard, Staff Surgeon, Eastern Frontier Brigade. The subject is one upon which we of course cannot presume to offer an opinion, but if Dr. Barnard has really hit upon a valuable discovery in his treatment of the disease a little more modesty in giving his experience to the public would not have taken away from any merit due to him. Dr. Barnard's remedy is frequent doses of tartar-emetic—one grain every fifteen minutes, to the extent even of 180 grains—the patient in this case certainly died, but exceptions we know are supposed to prove a rule. Dr. Barnard evidently thinks so, for he thus concludes his pamphlet, "I declare my conviction that, in the future, any practitioner of medicine will render himself liable to a criminal prosecution who loses his patients from cholera, without having given antimony in the way I propose and practise." With this quotation we may leave the book and its author to be dealt with by our medical contemporary. —*Englishman.*

INDIAN ITEMS.

WE regret to learn from a correspondent that cholera of a virulent type has broken out at Coimbatore.—*Madras Times*, Oct. 4.

UP to the 30th September the fall of rain in Calcutta was still in arrear. During the week ending on that date only 2·24 inches fell against an average of 2·56 inches for the same period for the past fifteen years. The total average for fifteen years from 1st July to 30th September is given at 63·39 inches, in 1869 the fall has only been 58·58 inches;—a falling off of 4·81 inches.—*Englishman*, Oct. 5.

DEATH has been again busy amongst characters well known to and respected by the social and business circles of Calcutta. The news reached town yesterday of the death of Mr. F. A. Goodenough of the firm of Messrs. Mackillop, Stewart and Co. He had gone home on Medical advice for what was considered to be an affection of the liver, but which turned out to be heart disease and he died on ship board a few days before reaching the Red Sea.—*Ibid.*

DURING the year 1868, works of public utility were constructed in the province of Oudh by private individuals at a cost of upwards of Rs. 80,000. In almost every instance the charity took the form of a well.—*Pioneer.*

THE station of Meerut, which has been commanded by Lieutenant Colonel J. R. Mackenzie, of H. M.'s 105th Light Infantry, since the departure of Major General Travers, V. C., to assume charge of the Allahabad division, is now under the command of Colonel J. Turner, C. B., R. A., who has returned from privilege leave.—*Delhi Gazette*, Oct. 5.

THE WRECK OF THE CARNATIC.

DEPOSITIONS OF THE PASSENGERS.

ON Thursday, the Master Attendant (Captain Pryce) attended at the office of the Senior Magistrate of Police (Mr. Connon) for the purpose of taking the depositions of those gentlemen still in Bombay who were passengers on board the late steamer Carnatic. Mr. Hurrell, solicitor, attended with Captain Parish, acting superintendent, on behalf of the P. and O. Company.

MAJOR CHAMPAIN, R.E.

Major John Underwood Champain, R.E., first made his deposition as follows:—I was a passenger on board the steamer Carnatic when that vessel left Suez on the 12th of September last. We left about 10 in the morning, and all went well till about 10 o'clock the next morning, Monday 13th; at that time I was awoke by a fellow passenger saying we were aground again. I immediately went on deck, where all the other passengers were assembled or assembling. The night was clear and starlight. The wind very moderate. A line of white surf was visible under our bows. In front I saw high land, which I was afterwards told was the island of Shadwan. The Ushrufli light-house was distinctly visible from the forecastle on our port quarter. Every exertion was made to lighten the ship forward, and passengers and crew all exerted themselves in getting up bales of cotton from the forehold and rolling them to the extreme stern of the vessel. I believe that the engines all this time were going astern full speed. An anchor was got astern in the morning to assist in pulling the vessel off, but I think the hawser carried away. A much heavier anchor was then lashed on to the stern of one of the large lifeboats. A very powerful hawser was coiled in the second boat and the two were pulled out against a rather high sea, and the anchor dropped some distance astern of the vessel. The hawser was then gradually dropped in the sea, the end brought on board, and considerable effort was made again to drag the vessel astern. This effort was however very soon discontinued, and we occupied ourselves in throwing the bales of cotton already heaped up through the two after gangways into the sea. The vessel was then lying with her forecastle pretty high out of the water; she had a list over to starboard, and water had leaked in through the stern ports. Shortly after luncheon Mr. Latimer Clark spoke to me and others, and suggested our going in a body to the captain and asking him what he proposed to do. I said I would not go for one, and others agreed with me. Mr. Clark then said he would go on his own responsibility. He came back and said he had not spoken to the captain but to one of the officers, who said there was no immediate danger, and we had better stay where we were. The boats were then alongside. We dined at 4 as usual, and while smoking a cigar on deck after dinner I was informed that the captain wished to speak to all the passengers in the saloon. Accordingly we assembled in the saloon about half past 5. The captain then, in a short speech thanking us for the assistance rendered by the passengers, explained his reasons for not having given us information sooner with regard to his plans and position of the vessel. He said that his time had been fully occupied in looking after the ship, and that that was his first duty. He then begged us to select from our number a committee with whom he would go round the ship and explain anything we wished to know. Major Pearse, the senior of the passengers, made a short speech in reply. He said that the passengers, one and all, regretted for the captain's sake, and the sake of the officers, as well as their own, the sad accident; that he did not presume to offer an opinion as to the cause of the accident; we all knew that accidents would happen; but since its occurrence captain, officers, and crew had worked like Englishmen to put things right. There was not from the beginning the least spirit of grumbling among the passengers; at the same time we talked the matter over, and we were rather hurt that we had not been more fully informed of the state of affairs earlier. The three members of the committee then went forward, and stood on the forecastle with the captain and the chief officer. The captain explained to us the actual condition of the ship, and we eventually decided that it would be safer for the passengers to remain on board that (Monday) night. The reasons that led to this conclusion were as follows:—First, the night was calm, and the unpleasant bumping that had been going on all day had subsided. The water did not appear to be gaining. The engines were still hard at work at the pumps, I believe. The boats were alongside, but not stored. The sun set while we were on the forecastle, and it appeared to us wrong to advise a start so late in the day for a long pull round a reef to a desolate island. So convinced was I, as one of the committee, as to the immediate safety of the ship, that I undressed and turned in below. About 1 o'clock, or between 1 and 2, on Tuesday morning I was again aroused b a fellow passenger, Mr. Preece, telling me to dress and come on the forecastle, as the water had been gaining on the ship and had put the fires out, and that things appeared rather more critical. I went to the forecastle, where all the passengers appeared to have assembled. The crew were engaged still throwing cargo overboard and getting down the main and maintopsail yards, which were thrown overboard. The passengers helped the crew in getting out another anchor forward, a) work which took a considerable time. We also assisted in hauling ropes to set the foresail, foretopsail, and jib. The water seemed to be gaining on the ship from daylight until she broke up. For some hours before the final smash the stern bulwarks were completely under water, and although we made the skylights as fast as we could the advancing waves soon smashed the glass and poured into the saloon with great violence. During the morning all the passengers' baggage that could be got at was piled up just abaft the forecastle on the deck. About 11 o'clock it was impossible not to see that the angle at which the vessel was lying wa very much deeper than it had been an hour or two before. I had just come back from looking at the saloon for the last time and I then saw the ladies being handed down from the forcastle on the sheep pens, and I climbed up into the bulwarks, holding on to the fore rattlines, intending to get into the boats, and also thinking if the vessel did go over she would fall to starboard and that I could get on shore easily. Hardly had the last lady sat down in the boat when the forepart of the vessel seemed to rise up in the air. A loud crash was heard, and as the vessel fell over to port I found myself clinging on to the rattlines on the wrong side. I was carried under water; all the passengers' men, animals, and every thing that was on deck went down together. I was struggling in the water for some minutes and at last succeeded in reaching the foretop which, although about water level when the sea became smooth, it was at first impossible to hold on to. It was easy however to get into the cross trees; and in that part of the rigging I think about twenty or thirty of us assembled and from there examined the position of affairs. The sail that was still set prevented our seeing what was going on the reef or the condition of the boats on the other side. After some time a boat came off steered by the captain, but it was difficult to bring the boat near the wreck, and as a good number of those clinging to the masts were half stunned and others could not swim, it took some time, and two or three trips, to take them all away. Ropes were passed round those who could not swim or were stunned, and they were dropped into the water and pulled into the boat. I went off in the chief officer's boat and instead of landing on the reef I helped to pull her round to the other side. On getting to the lee of the reef we left the chief officer's boat there and all waded back across the reef to where the other people and boats were assembled. We found them busily engaged in baling the boats out, and lightening them, and dragging the boats across the reef where the chief officer's boat was already lying. When all the boats got over the reef, we started for the island, distant some two and half miles. We reached the island a little before sunset, but we had great difficulty in landing owing to the almost impassable coral that fringes that part of the island. The boats had been provisioned on the morning of this day by a party of stewards, assisted by one or two of the passengers. The crew worked well and were well under control, and behaved exceedingly well—except the Seedie boys after the break up. I did not see any plundering. About 9 o'clock that evening a boat was prepared to be off to stop any steamer that was passing, or, in case of failure, to pull up to the Ushrufli light-house in order to procure water, which appeared to be scarce. But the Peninsular and Oriental Company's steamer *Sumatra* was immediately afterwards sighted, and between then and 10 o'clock next morning all the surviving passengers and crew were taken on board and we proceeded on to Suez.

Mr. Hurrell here said he wished to ask whether before the ship went over in the way just described there had been any cracking of the decks as if the ship were breaking up.

Major Champain—There had been a deal of talk about that among all the passengers, but I don't think the captain thought she would break.

Mr. Hurrell—But did you see any signs of her breaking?

Major Champain—No, I can't say I did. I thought I observed her creaking the day before—creaking or straining very much. It is impossible to say there were any visible signs of her breaking. I saw none. Before she went down she seemed to me to be strained very much: but I did not think she would break up.

Mr. Hurrell—When you say the ship was straining very much, do you mean that she was straining more than a ship would that had water in her?

Major Champain—We all felt that she was very heavy, and on the last morning we could feel every wave that came over the stern—in fact a remark was made by the Captain on the fore-castle that if she stood that much longer she would stand anything.

Mr. Hurrell—I don't want any remarks of others, but your own particular idea.

Major Champain—Well, it did not strike me that she would break as she did.

Mr. Hurrell—Do you think the captain thought you were in danger?

Major Champain—My own impression is that he must have been convinced the ship itself would not be got off, but I don't think he thought any passengers would be lost. I don't think any of us believed the passengers were in much danger, and with a few exceptions I did not see anybody but was less calm than we are now.

Mr. Hurrell—Did you consider there was any danger at all to the lives of the passengers at that time?

Major Champain—No. None of the passengers thought their lives were in immediate danger.

Mr. Hurrell—The captain did not think your lives in any danger?

Major Champain—That is a very difficult question to answer, for I only spoke three or four words to him, so that I had nothing to go on.

Mr. Hurrell—We will take your impression of it for what it is worth of course.

Major Champain—It seemed to me he did not, but as I had scarcely spoken to the captain the whole time I can tell you little of his impressions.

Deposition continued—Before the ship went down she appeared to be strained very much, but I did not think she would break in two. I did not see any cracks or any thing of the sort. In the course of the last day the captain said to me, "If the ship can stand this sort of thing much longer she will stand anything, and I hardly think we need take to the boats"—or words to that effect. I asked the captain at this time how long it was going to last. This was, as I believe, between 8 and 10 in the morning. He said in reply, "I think about a couple of hours or so." I do not believe that the captain at that time considered our lives to be in any danger. The passengers themselves did not feel that they were in any immediate danger of their lives. When we arrived in Bombay I gave a verbal account of the wreck to a reporter of the Press, and I believe that what he took down appeared in the *Bombay Gazette* of the 2nd of this month. It was taken down in short-hand. I wish to add that the indefatigable activity and energy of Mr. Wyatt, the chief officer of the ship, were the remark of the passengers one and all, and we feel that we owe him our most heartfelt gratitude.

MR. LATIMER CLARK, C.E.

Mr. Latimer Clark deposed—I am a civil engineer, and am specially engaged in submarine telegraphy. I was a passenger from Suez to Bombay on board the steamership Carnatic. We left Suez about 10 o'clock on Sunday morning, the 12th September; the weather was fine and calm, with a light northerly breeze. About 1 o'clock on Monday morning I was suddenly awoke by the grating of the vessel along the ground. I immediately ran on deck and seeing that the vessel had no great list, and was in no immediate danger. I soon returned and partially dressed myself. In the meantime I heard the order given to close all the ports, and observed by the breakers that we had run on to a coral reef, and saw behind us a revolving light which I knew must be that of the Ushrufli light-house and an island apparently close at hand which I knew must be either Jubal or Shadwan. As soon as I had dressed I made more leisurely observations, and saw that the breakers only extended a few hundred yards on our port bow, but appeared to reach away for half a mile or more on the starboard side towards the island. The night was clear and starlight, and the position of the vessel was such that the light-house which we had passed on our starboard side as we came from Suez was now well out on our port quarter, as was also some land which afterwards proved to be Jubal Island. The engines were kept going backward, and I believe one boat was lowered. I remained on deck till daylight, when I found that the large island was Shadwan, and the reef was one with which I was previously well acquainted. In 1862 I had endeavoured to repair the Red Sea telegraph cable in the steamship Gabari, and had established a telegraph station on the island of Jubal. I was therefore well acquainted with the island of Shadwan and the position and character of the reefs in its neighbourhood. The vessel bumped rather heavily and appeared to be balanced on her keel, and to bump over towards the starboard as the swell lifted her. She had run well up on to the reef so that there was not more than from 3 or 4 feet of water under her fore foot, and she had gradually acquired a heavy list to starboard. The reef was now quite above water over a great portion of its surface, and was so close to the bows that it would have been easy to throw a biscuit on to it. The crew were busily engaged in removing cargo from the forehold and stowing it along the passage leading past the engine room on the port side, and also on the quarter deck, apparently with the object of lightening her forward. About breakfast time an anchor was got out aft, and an endeavour was made by its means to haul the vessel back off the reef. I knew the depth of water to be some 30 fathoms and upwards, and as there appeared to be only some 20 fathoms of rope attached, I told my fellow passengers that such an attempt would be futile, and that since the vessel had run high up on the reef at full speed, with all sail set and with a 2 or 2½ knot tide setting on to the reef, that it was hopeless to expect that she could be hauled off the reef, especially as from the bumping we were experiencing she had doubtless bulged her sides and made a bed for herself. On heaving on the anchor it came home without any strain, and preparations were made for taking out a much heavier anchor by means of the life boats which were now launched. I then went below and collected a few valuables in a small hand case and a life belt, in order to be ready to go on shore in the boats, and the other passengers all did the same. About 10 or 11 o'clock in the morning I went to the captain (Captain Jones), who was standing looking towards Suez, and said that I presumed he was going to put us all on shore, and said that I thought there appeared no likelihood of her being got off the reef without obtaining assistance from Suez. He replied that we were all right and should be afloat in a couple of hours, in a manner that showed he was not inclined to enter into any discussion with me. I therefore repeated my opinion and left him. Orders were soon after given to throw the cargo overboard, and I and the other passengers assisted the crew in throwing over a large number of bales of calico, which had been brought on deck. About two or three o'clock in the afternoon I made many endeavours to induce the passengers to go to the captain in a body and ask him to put us on shore out of danger, but though nearly all seemed anxious to do so I could not get up a deputation. I accordingly said I would go alone, and endeavoured to find the captain, but failing to do so I spoke to the chief officer, Mr. Wyatt, and told him that we were all much concerned that the captain had not spoken to any of us or given us any idea of his plans or intentions, or of the real nature of our position, and stated that we were all anxious to go on shore. He urged me to see the captain myself, and shortly afterwards pointed out the captain to me, and told me I had better speak to him. I had in the meantime again endeavoured to get others to go with me, but as they appeared reluctant to interfere with the captain's duties, I told Mr. Wyatt that we were not unanimous, and that I did not feel justified in going to him in my individual capacity. We dined as usual about 4 o'clock, and I was the first who came on deck. As soon as I did so, Captain Jones came to me and said that he was sorry to find that an idea had prevailed that he had kept aloof from the passengers. He said that this apparent inattention had arisen solely from his having been so greatly occupied by his duties, and that he would be glad if I would ask the passengers to meet him as soon as they had dined in order that he might explain his views to them; and as others came up from dinner I saw him engaged in a similar conversation with them. Accordingly as soon as dinner was over the passengers all assembled in the saloon with Captain Jones and some of his officers, when he stood up and thanked us for the admirable manner in which we had behaved as a body and for the valuable assistance we had rendered in working the vessel, and informed us that it was his opinion that we were in no immediate danger, and that it would not be advisable for any one to leave the ship, but that the boats were alongside the ship, and any passengers who preferred it might sleep on board them—and that he would be glad if the passengers would appoint a committee with whom he could confer and to whom he would explain in detail the actual position of affairs. A committee was accordingly nominated, consisting of Major Pearse, R.A., Major Champain, R.E., and myself; and Major Pearse (whom we had previously selected as our spokesman) rose, and after expressing regret at the position in which the captain found himself, thanked the captain for his explanation, and complimented him on the discipline that had been maintained, and the exertion that had been made to save the vessel. The committee then accompanied the captain and chief officer over the vessel. We first went on to the forecastle where two anchors and ropes of no great strength were laid out on to the reef, but so close down under the bows that, irrespective of the rotten nature of the coral itself, it appeared to me impossible that they could exert any sensible influence in holding the vessel on the reef. We then looked over the bulwarks and the water being very clear, we saw that the sloping coral reef apparently supported the vessel from the bows to about the position of the funnel, but the captain said that he had taken soundings, and that she was supported as far aft as the engines—the rest of the vessel was obviously hanging unsupported over deep water. He informed us that the fore compartment was full of water, but that the rest of the ship was staunch, except a small leak near the rudder post; that the pumps were in good order and quite competent to keep the leak under. He informed us that he expected the Sumatra to pass us the next day, possibly as early as 12 o'clock. He also pointed out the boats alongside with two men in each, but although I looked for it I could not see any appearance of provisions or water, but I could not state positively that there were none. As it was then getting dusk and there was very little water in the saloon, we all agreed with the captain that there appeared to be no immediate danger, and that it would be advisable to remain on board. Although not expressly stated, it was the supposition and tacit understanding of everybody that in the morning we should be allowed to go on shore. The committee reported these facts to the passengers, who all appeared gratified at having had the position of affairs explained to them, and most of them retired to rest. About midnight the wind freshened, and the vessel began again to bump rather uneasily, and I noticed that the engines, which up to this time had been kept going in order to work the pumps, began to move round very slowly and feebly, and sometimes to stop altogether, and then after a few moments to move round again, and finally stopped altogether. About one o'clock the order was given for all passengers to go on to the forecastle, and we were told that the water had gained so much on us as to put the fires out. I then heard that all the lower compartments were filling, and I saw that the water was welling up through a pump hole close to the saloon door and running over the door step into the saloon, showing that that compartment was quite full of water. The vessel had now acquired a much greater list to starboard, and had settled down considerably aft, so that the deck was uncomfortably steep for walking on. The after cabins of the saloon on the starboard side were also filling with water, and were all awash. As daylight came the wind continued to freshen, and the crew were employed in taking down the yards from the main mast, and in setting sail on the foremast to keep the vessel on the reef, also in throwing over a quantity of sheet copper. Another large anchor was also got out forward on the reef, the passengers assisting to haul it taut. Water was visible everywhere in the lower holds, and the vessel was evidently a wreck. She continued to bump at intervals rather heavily; the after part of the vessel was getting very low in the water, and passengers reported that the water had filled the saloon. About nine or ten o'clock some Irish stew was served out to the passengers, and beer and soda-water, &c. was sent on to the forecastle; the crew were also getting provisions into the boats—this kept us quiet and led us to expect that we should soon be put on shore. About this time I was informed by some of my own telegraph hands, who were waiting on the forcastle, that the ship had suddenly slid down the reef twelve feet, according to marks they had under the bows. I informed the first officer of this, who accompanied me to the forecastle, looking over and said that he thought she had moved slightly backwards, but nothing like twelve feet. At eleven o'clock, or five minutes after, I called the attention of the first officer to the fact that the stern had sunk much lower under the water, and that the whole of the deck seats and chairs, gratings, &c., were awash on the quarterdeck, the sea having reached up to the skylights, and having doubtless entirely filled the saloon. A few seconds after this, the order was given for all passengers to take to the boats, and in an instant the whole of the passengers, with their bundles of valuables, &c., began to move in a body towards the boats, which were amidships on the starboard side. The ladies were first to be handed down, and I with a crowd of others had descended on to the deck and was standing waiting for those before me to advance, when suddenly I heard a loud noise which sounded to me as if the vessel had instantaneously broken asunder, and the deck, which had previously a heavy list to starboard, rose up and heeled over to port, becoming apparently quite vertical. I saw an immense quantity of luggage sliding down the deck, and a tremendous wave of water advancing forward upon me, and the next instant I was engulphed in the water. I had laid hold of one of the stanchions round the hold, but as the deck became vertical it came out of its socket, and I fell with it into the water; the next instant I found myself crushed against some part of the vessel by some heavy objects which broke my shoulder bone and bruised me severely. I found myself held under by a rope round my leg which I endeavoured to cut with a knife but which freed itself while I was trying to do so. I then rose to the surface in the midst of an immense quantity of luggage and cargo, which kept striking me, and then found myself held under by the ratlines of the foremast on the starboard side, which were under water. I succeeded in holding on to these while two heavy waves rose and fell, and as the third wave came I thrust my head through the ratlines and was lifted to the surface, where I found the sea densely covered with floating boxes, barrels, bales, hencoops, and deck lumber of every kind, and a great number of sheep and fowls; there were also a few of the native crew swimming near me; my left arm was quite disabled, and I had swallowed a great deal of water, but I succeeded in reaching the reef in a greatly exhausted state, where I was placed in one of the boats and afterwards taken on to the island. It is possible that the noise I heard at the time the vessel sank might have been caused by her sliding down the reef into deep water, but there was no sensation like that of sliding downwards, and from the suddenness of the movement my impression was that the vessel broke up with a crash, and that the two halves then settled independently into their respective positions. We reached the island of Shadwan just after dusk and on arrival found that the boats were only provided with about one ordinary day's supply of water, and without blue lights or any apparatus for making signals of distress, except one rocket, and also without any means of obtaining a light. Very shortly after our arrival the Sumatra was descried on her passage towards Suez, and fortunately about the same moment one of the passengers discovered a few matches in his dressing case. Some bales of cotton goods which had drifted on to the island were opened, and with these signal fires were kindled on the beach, and a boat was also sent off with the rocket to intercept the Sumatra. The signals were fortunately observed, and Captain White (of the Sumatra) immediately approached, and sent off boats to our rescue, and most of the passengers were received on board that night and the remainder the next morning, when it is perhaps unnecessary to say we experienced every kindness and consideration.

The Master Attendant asked whether the crew had been under control.

Mr. Clark—As far as I observed, the crew were under complete control.

The Magistrate—Passengers and crew were under control?

Mr. Clark—Certainly; I saw nothing at all mutinous; the crew disobeyed the passengers, but not their officers so far as I saw. I don't know whether I ought to state that at the time the vessel sank they all rushed into the boats, but that was a natural impulse, and I should not say it showed a want of control, as I should expect in an accident of that kind that every man would mind his own life.

Mr. Hurrell—You say the ship was close to the reef?

Mr. Clark—Yes.

Mr. Hurrell—Was it not possible to get from the ship to the reef if you wished?

Mr. Clark—Yes. You could go, but would have had to drop 25 or 30 feet from the ship, which might have been done from the end of the bowsprit. It would not have been too much for an active man, but a lady could not have done it. I would have been able to do it.

The Magistrate here remarked that as Captain Jones was not present, he had no doubt the Master Attendant would be very glad of suggestions in carrying out the enquiry from Mr. Hurrell as he represented the company.

Mr. Hurrell—You must just take what I say as suggestions for the court.

The Master Attendant said he had no objections to Mr. Hurrell putting questions.

Mr. Clark—An able-bodied seaman could have dropped from the ship. The reef was all under water.

Mr. Hurrell—You were insensible when brought on the reef?

Mr. Clark—I did not see much when I was on the reef. I was not insensible, but being hurt and knowing I could not be of any use, I spared myself by sitting down. I wanted at first to sit down on the reef, but I was put on a cotton bale, and sat there for some time. I heard all that was going on around me.

Mr. Hurrell—Did you examine the ship, so as to see if she was cracking?

Mr. Clark—I looked at the decks frequently, as they generally go first wrong; but they were remarkably straight and sound.

Mr. Hurrell—Do you think the coral gave way when the ship came off?

Mr. Clark—It doubtless crushed under us when we went on, and so would not give way again, for although the surface of the coral is very weak, it is a solid rock below.

Deposition continued:—As far as I observed, the crew were under proper control of their officers, and I did not personally see any plundering going on. Seamen or any able-bodied man might have slid down by a rope from the bowsprit and on to the reef. There was not more than from two feet six inches to three feet of water on the reef at high water. I was on the island of Shadwan from dusk till 10 o'clock. I looked frequently at the decks and observed that they were sound and fair, and I saw no cracks in the hull.

Mr. Hurrell asked if the narrative which appeared in the *Bombay Gazette* of the 2nd, and which had been supplied by Mr. Clark was correct?

Mr. Clark said he gave verbal information of these circumstances and also a great deal of hearsay information to two newspaper reporters, but he had never yet read what appeared in the *Bombay Gazette* of the 2nd instant. He had read all the narratives in the *Gazette* supplied by other gentlemen, but not his own statement.

At this stage the proceedings were adjourned to the following (Friday) morning.

MR. G. E. PREECE, C.E.

M

A DRIFTING STAR.

(Spectator, Sept. 11.)

Few of the statements made by Professor Stokes in the address with which he opened the recent meeting of the British Association attracted more attention than the assertion that Sirius is receding from the earth at the rate of nearly thirty miles in every second of time. Amazing as the fact is, it was not the fact that attracted so much attention; for even such a tremendous rate of motion is no uncommon attribute of the orbs which deck our skies. Astronomers have shown that our own sun sweeps ever onward through space with a velocity altogether inconceivable by us. Our own earth speeds around its central luminary with a velocity of more than eighteen miles per second. Even minute bodies like the meteors which flash in momentary splendour across the heavens, and then vanish for ever, have a velocity of motion almost equal to that with which the stately orb of Sirius courses onwards through space. It was not, then, the enormous velocity ascribed to the fiery Dog Star that attracted men's notice. The wonder was how astronomers could measure the motion with which the star is rushing from us. Knowing that, vast as is the velocity of its motion, countless ages must pass before the star could seem to be diminished in splendour through its recession, it seemed indeed an amazing thing that any process we can apply could tell us anything respecting a motion whose primary effect is absolutely inappreciable.

As the time is approaching when the same method which has revealed to us the recession of Sirius is to be applied with increased instrumental powers under the able management of our leading spectroscopist, it may interest many to learn something of the strange mode of inquiry which can deal successfully with a problem of so much difficulty. Already the new telescope is approaching completion, and before long a series of questions which Mr. Huggins had found beyond the powers of his 8½-inch telescope will be solved by means of the increased powers now placed at his disposal.

The new mode of estimating the stellar motions is in reality sufficiently simple, though the principle on which it depends is the result of a long series of labours by the most eminent physicists of the age. We must conceive our earth as placed within a wave-tossed ocean extending on every side into infinite space. The waves which traverse this ocean are the minute light-waves, and heat-waves, and chemical waves which every celestial orb is ever generating. Transmitted through the ethereal ocean with a velocity altogether inconceivable by us, these waves not only generate a myriad forms of force and motion, but tell us all that we can learn about the habitudes of the celestial bodies. Our earth is a part of the shore of the infinite ethereal ocean, and the waves which roll upon that shore bring from beyond the ever tossing ocean waifs and strays of knowledge, which our astronomers are busily piecing together—waif by waif, and stray by stray—until a noble structure is rising under their hands, built though it be of the mere sand and shells brought to us by the ethereal waves that lave our shores.

Like the waves of our own seas, those which traverse the ethereal ocean of space are of unequal dimensions. From the long heat-waves which Tyndall has termed the rollers of the great ether ocean, to the billows of the light-waves, and so to the tiny ripples of the actinic waves, we have every gradation of length. But there is this peculiarity in the waves that come to us from any particular star, that while the same gradations of length are observed, waves of a certain definite length are wanting. Still, comparing ethereal with sea waves, it is as though the waves which travelled to our sea-coast before some particular wind had nearly one length, from that of the roller to that of the ripple, but that waves exactly ten feet from crest to crest, and waves of exactly certain other lengths, were invariably found to be wanting.

Now, let us conceive of our earth as a ship in the vast ocean of space, and no longer as a fixed part of that ocean's shore-line. As a ship speeds over a wave-tossed ocean, there is an obvious apparent change in the length of the waves she crosses. If she is meeting a long series of rollers, for instance, she crosses them more quickly (that is, more pass her in a given time) than if she were at anchor; and if she is moving in the same direction as the rollers, fewer pass her in a given time, and if those on board of her were not aware of her motion, they would think the rollers narrower or wider than they are in reality in the respective cases mentioned.

Supposing, however, that such a crew had some exact method of measuring the apparent length of the rollers and billows which passed under them, and that they knew beforehand that waves exactly ten feet long were wanting in the sea they were traversing, then they would be able to tell whether their ship was moving or not, and in what direction. For instead of waves of ten feet in length being absent, waves of exactly nine feet in length might seem to be wanting; and then they would know that these were in reality the ten-feet waves, only that their ship's motion had reduced them to nine feet. So they would know that they were travelling one-tenth as fast as the sea-waves and meeting them. And if waves of eleven feet in length seemed to be wanting, they would know that their ship was travelling one-tenth as fast as the sea-waves and in the same direction.

One more illustration, and we shall be ready to show how certainly astronomers have become assured of the recession of Sirius. Suppose the reason why waves of all, save certain definite lengths, came from a particular direction, was that a number of buoys lying far away in that direction were tossing, each with its own rhythmic motion, only that no buoys were tossing with the motion which would supply certain definite waves. Then it is perfectly clear that if the fleet of buoys were suddenly to begin to move away from or towards the shore, a change would take place in the length of every order of waves. A tossing buoy, for example, which was generating a twenty-feet wave, would generate a longer wave when travelling quickly away. When it was at its highest it would mark the crest of a wave, and when next at its highest that crest would be twenty feet away if the buoy had not travelled, but if the buoy had travelled a foot in the interval the crest would be twenty-one feet away, and all the waves generated by the buoy would be twenty-one feet from crest to crest. This being true (*mutatis mutandis*) for all the buoys, instead of ten-feet waves being wanting (say), there would now be no eleven-feet waves. On the other hand, if the fleet of buoys were approaching the shore at a similar rate, there would be no nine-feet waves. Thus in every case a motion of approach is indicated by the shortening of wave-lengths, a motion of recession by the reverse.

Now, the waves which Sirius sends across the ethereal ocean are of all, except certain, lengths; and our physicists have recognized the missing waves as corresponding to those which certain known gases have the power of absorbing. When we look at the spectrum of Sirius, we see the waves of different orders separately, and we see the gaps distinctly marked. These gaps ought to correspond to the places where waves of a certain length should fall. And if Sirius is not at rest there will not be this exact correspondence. Now, fortunately, we can tell whether this is the case or not. We can cause the light from the very vapour which is absorbing certain of the light-waves of Sirius to produce a bright-line spectrum side by side with the spectrum of Sirius; and the fundamental principle of spectroscopic analysis teaches that the bright lines should correspond with the dark gaps in the star's spectrum. If not, it must be because the recession or approach of the star is lengthening or shortening all its light-waves, and so displacing the dark gap.

Now, when the spectrum of Sirius is thus compared with the spectrum of hydrogen, it is found there is not that exact correspondence which was to have been looked for if the star were at rest. The dark absorption-line of hydrogen in the star's spectrum is shifted in a direction indicating that its wave-lengths have been increased. In other words, it was found that the star must be receding from us. The indication is one of extreme delicacy, however, and nothing but the enormous velocity with which the star is really travelling away from us would have sufficed to render the motion accessible with the instrumental means applied by Mr. Huggins. Now that he is to be placed in possession of improved optical appliances, we may hope for information respecting the motions of many other stars. The knowledge thus acquired cannot but have an important bearing on the theories which we are to form respecting the sidereal spaces. Hitherto we have been forced to be content with the measurement of those apparent motions which our telescopists have been able to detect. Ignorant of the stars' distances, we could form but the vaguest notion of the true significance of these movements. Now, however, we have a mode of measurement which tells us of the actual velocity of stellar motions, and will thus enable us to form much clearer conceptions than we have yet been able to obtain respecting the grand processes of cosmical evolution which are in progress around us.

A NEW CURE FOR CONSUMPTION.

In a paper published in the *Bulletin de Thérapeutique*, Dr. Clersoy, of Langres, adverts to the therapeutic effects of arsenic in pulmonary complaints, and especially on the virtue it seems to possess of stopping spitting of blood, a quality he has remarked several times, and of which he quotes two instances. The first is that of a stonemason, a man of a Herculean frame, and 36 years of age. Being passionately fond of fishing and shooting, he had repeatedly caught cold in the pursuit of these pleasures, and in the end became consumptive. He consulted Dr. Clersoy in May, 1867, when he had already been suffering for upwards of a year from a cough, accompanied with bloodstained expectorations. At times he had spit pure blood in rather large quantities. From the beginning he had been treated with cod-liver oil, iron, bark, and lastly, with perchloride of iron in order to stop hæmophthisis, which had become alarmingly frequent. This treatment having led to no favourable result, Dr. Clersoy at length daily administered 6 milligms. of arseniate of soda for twenty days consecutively; then interrupted it to give cod-liver oil for the following sixteen days, and so on alternately for three months, the patient taking at the same time infusions of quassia and wine of Jesuit's bark. At the end of the very first week all spitting of blood ceased, and by degrees all the digestive functions got into order again, the appetite returned, dyspnœa disappeared, but there still remained general weakness and the cough. The same alternate treatment as above was resumed with a slight variation for four months more, at the end of which a complete cure was obtained, and no relapse has been observed since. The other instance was that of a young man of 29, who for the last two years had been spitting blood, and was in a very bad state. In this case also arseniate of soda has hitherto produced excellent effects, but it is uncertain whether the cure will be quite complete.—*Galignani.*

A RAILWAY OPENED IN JAVA.

The *Straits Times* states:—"We learn from the Java papers that the railroad from Samarang to Solo was opened on the 15th ultimo, on which day a fast train left the former for the latter place. The Officials, and the Military, with a large assemblage of natives, were present at the opening. The Emperor, with the Ratu, and the Court of Solo, made a trial trip, and the *Locomotif* newspaper makes mention of many tokens of childish simplicity which the native great ones gave on the occasion. Sharing the general enthusiasm, the Emperor for a moment set *adat* aside, and in the midst of a vast crowd of natives, he took a seat on a stool in a freight waggon, placed at his disposal. The *Locomotif* also speaks in high commendation of the manner in which the works have been completed, considering the ways and means, and working powers, by which they were put together. The regular transport of goods will commence in September, and the line to Solo will be finally opened for passengers &c., in October next."

MR. BRIGHT ON FREE TRADE.

The following letter has been addressed by Mr. Bright to Mr. Leonard Kaberry, jun., of Rochdale:—"Rochdale, Sept. 8.—Dear Sir,—I thank you for the newspaper. There are knaves in the world, and there are simpletons, and the one class preys on the other. The Tory party is always driven to these tricks—they cannot otherwise appeal to the multitude. If they complain that too many customs duties have been repealed, they will perhaps kindly tell the working men what duties they will put on again. Is it the duty on corn or cattle, or do they wish a duty on imported cotton? If a foreigner will not buy cheaply from us, will it mend the matter if we refuse to buy cheaply from him or from some other foreigner? If wages have risen from 20 to 50 per cent. since 1840, is this consistent with a wrong policy as to our foreign trade? The pamphlet to which you refer bears the marks of having been written in Bedlam. It is a mere confusion of figures, and is wholly without logic or sense. The good harvest will tend to restore health to the general trade of the country; and when we have a sufficient supply of cotton, Lancashire will recover from its present depressed condition. It is more cotton we want, and not more taxes on imports. I suspect the people of Lancashire will not fail to understand this.—I am, respectfully yours, John Bright."

THE SALARIES OF BANKERS' CLERKS.

The clerks, &c., in an eminent banking establishment in the City, having memorialised the firm for a "bonus," or increase of salary, on account of the present dearness of living, the following reply to the application has been circulated in the house:—"The house have carefully considered the memorial presented by a portion of the clerks in their employment on the subject of increased remuneration. Some of the statements in the memorial are scarcely sustainable. It may be true, for example, that butchers' meat is higher in price than it was six or seven years ago; but on the other hand, tea, sugar, coffee, and all imported tropical and colonial produce is very much lower; articles of clothing also are certainly not dearer—in many cases they are cheaper. Nor is it true that the rent of such houses as are usually inhabited by persons of the same class as the memorialists is materially, if at all, higher—bearing in mind the larger inhabitable area now rendered accessible by cheap railways. The house, however, have to remind the memorialists that the principle which really regulates salaries and wages is not the cost of living, but the general demand for particular kinds of labour, and the special skill and merit of the persons engaged. The house have always sought to give the fullest effect to this last circumstance—viz., the special claims of superior merit and skill, and therefore it is that they cannot for a moment entertain any suggestion of departing from the present system under which the claims of each person are carefully reviewed at the end of each year, and his salary then dealt with either by addition, by withholding addition or, if need be, by diminution, and in extreme cases by dismissal, as the particular facts may justify. The house cannot help observing that the memorial is signed by several clerks whose salaries have been kept down by want of merit and efficiency on their own part, and it is also very largely signed by junior clerks who have only quite recently entered the service of the house on terms which were fully explained to them, and must be presumed to have been satisfactory, as they were gladly accepted. There are other signatures to the memorial, the claims of which the house are not indisposed to consider at the proper time. The house have taken considerable pains to satisfy themselves that the clerks in their employment receive salaries quite equal to, and in many cases beyond, the full current value of the kind of services rendered. It is the desire of the house that this should be so, and that the preponderance should be on the side of liberality. They feel assured however, that the best method of promoting this end, the best means of justifying liberality in the employer, by merit and efficiency in the person employed, is to be found only in a steady perseverance in the present system of dealing with the claims of each case upon its own merits."—*Daily News.*

BADEN-BADEN.

A curious chapter of revelations may be heard in that long salon, which echoes with the chink of distant coin, the rattle of rakes rolling off roulaux, the comments of elderly females on the effects of the waters on Betsy Jane's complexion, and the conversation of the circulating society of Europe. "In three days, madame, I assure you her eyes were——" "Dark as they can be kept—I can't get at them I know." "You take an onion and peel it; and, mark my words, if you do, you must lose your money." "Rothschild got a telegram, I tell you, and we know for sure." "I walked over the ground myself, and a donkey could jump it." "You should see my grandmother." "Nearly two thousand francs in three hours." "Charlie, my son, what have you done?" "Lost a monkey." "Grinding away all over the country, and hunting in the woodlands in May." "He assured me that he saw him get his passport." "Gone to the deuce, with about twopence-halfpenny which he borrowed from the bank." "Saw the co-respondent at Ems." "Fifty brace before two." "No; she has come this year with Jules." "*Faites votre jeu.*" Enter Rapid, with his last plan. "Five naps. on 36." "Five naps. on *les trois derniers*." "Ten naps. on black." "Croupier," in austere tones: "Nothing more goes; the game is made." Whirl goes the wheel: by Mercury! it is a zero, which counts one for M. Dupressoir, and one against the last system of our comet. I have no doubt that they are all very improper—indeed, "as bad as they can be to be alive;" but still, in a country where beauty is decidedly the exception, and not the rule, a bevy of good-looking women, in costumes designed by artists, put on—much depends on that—and worn artistically, has an excellent effect, whether it is the No. 1 costume of the day for a Stephanien-Bad breakfast, or No. 12, put on for a moonlight flitting to the Halls of Dupressoir. Why is it that Englishwomen can never combine their colours, or put on their clothes? Are their maids used to hay-making when at home, and do they "pitch" on the petticoats, and give three cheers and have beer when they finish the work by "chucking up" the dress? Why is the English lady round when she should be flat, and flat as the palm of the hand, where *teres atque rotundus* should be the motto of her maid? Along the broad path which leads to the destruction of so many systems are rows six deep of chairs, on which repose the wallflowers of Baden, who criticise with bitter judgment the dresses, ways and means, morals and manners of any one younger than themselves. "That's the famous Princess Winkenezeandcough. She is come this year with *somebody else*." "Yes, mamma, and it's last year's dress; it was a train, and she has cut it into a costume. The Prince has just gone into the rooms with Mdlle. Mêches-dorées." The inspecting Generals have plenty to do; for their victims advance in masses, and whole battalions of wonderfully-costumed women and fearfully-dressed men file past those judges' chairs. Watteau would have delighted to paint this scene, and that before dinner in the Lichtenthal, where the ladies of the Wood of Boulogne assemble to play at Paris and renew the recollection of the Lake: in that case not only the picture itself is pretty, but the frame cannot be surpassed. Perhaps in all Europe there is no gayer or prettier little scene than the Lichtenthaler allée at six p. m., when the band is over, and even the hardest players allow themselves an hour for air and refreshment, and go to bathe themselves in the golden rays of the setting sun which flood that happy valley. A Black Forest sunset must be seen to be believed. It is a sight! But here again the semi-mundanes have the best of it. They have their own carriages from Paris, while the Russian Dukes, Austrian Counts, and English "my Lords" rattle about ignominiously in hired traps. By the way, these conveyances are excellent here; and the intelligence of the driver, when contrasted with the standard of Paris stupidity, is as 7½ to 2½. Well, the Messalines of the moment, dressed in the best possible costumes which credit can procure, ride in the best possible carriages, and add to the picturesqueness of the scene. So why should we begrudge them their bathe in the sun's rays?

Monday evening was a "great night for Baden entirely." The rooms were crowded, although Nilsson and Faure were singing "Faust;" and, if there was no great play or plunging, there was a very pretty current of petty losses running into the bank of Dupressoir et Cie. We cannot publish names, or I would tell you of those who—then supposed to be shooting the dodging grouse or stalking the unsociable stag of ten, or eleven for anything I know, at Glen Missemail—were backing the red when it was black, and, as I believe they say in the City, per contra. But we cannot select scenes. The tallest man—he is six feet ten in the shoes he owes for—and the loudest woman were brought together on the dead level of the gaming table. A board of green cloth assembled to judge them. About the first there existed no doubt. When I first met M. de X——, I said, "You are the tallest man save one that I have ever seen; that one is Mr. ——." "Ah," said my friend, "he is my uncle, that gentle giant, and I am two inches taller than he is." Figure to yourself, then, how a man of six feet nine, without somebody's shoes, was stared at in the rooms of Baden. Miss —— was not within seven pounds of the second-class Paris article—badly dressed, loud in voice, and louder in manner. The Paris articles are always well dressed, though, in speaking of their faces, I must borrow a word of racing slang and say "chalk." (Baden-Baden, Sept. 2)—*Daily Telegraph.*

LIST OF VESSELS SAILED FOR BOMBAY.

FROM LIVERPOOL.

1265	British India, Wemyss—R. Steuart & Co.	June 24
1050	Pontiac, Skilling—Volkart Brothers.	July 13
1129	John Bunyan, Stitch—Lyon & Co.	July 28
463	Jane Kilgour, Greive—Harbord & Co.	July 22
1193	Coimbatore, Houston—Rennie, Scovell & Co.	July 22
1350	Malabar, Pearce—W. Nicol & Co.	July 26
778	Rocklight, Ennis—Coupland & Co.	July 29
1280	Louisa Fletcher, Luckes	Aug. 11
722	Woosang, Bourner	Aug. 12
1182	Magdala, Evans	Aug. 12
1047	Daniel Rankin, Hartwell—Harbord & Co.	Aug. 12
797	Burmah, Pearce	Aug. 20
1270	Sir Walter Scott, Shaw—Finlay, Scott & Co.	Aug. 21
1372	Calcutta, Morrison	Aug. 21
498	Thomas S. Stowe, Sexhn	Aug. 21
1152	Tythonus, Green—Ewart, Latham & Co.	Aug. 21
434	Anna, Gunnufsen	Aug. 23
1192	Asiana, Selkirk—W. Nicol & Co.	Aug. 24
1027	Bonnie Dundee, Connoor	Aug. 25
1434	Westminster, Berryman	Aug. 26
737	Moss Rose, Bustin—Wallace & Co.	Aug. 27
1328	Hahneman, Vannurden—Volkart Brothers	Aug. 28
	Tethys, Evans	Aug 28
966	Tanjier, McNabb—W. Nicol & Co.	Sept. 1
1177	Napier, Tait—Owen & Okell	Sept. 4
1435	British Sceptre, Pendall—E. Bates & Co.	Sept. 8
905	Zuleika, Thompson	Sept. 8
1594	Euxine, Hogg—E. Bates & Co.	Sept. 8
1244	John C. Potter, McClure	Sept. 8
1391	Canute, Quinn	Sept. 8
743	Romulus, Needham	Sept. 8
721	Mars, Richtering	Sept. 10
1237	Macedon, Withycombe—Stenhouse & Co.	Sept. 10

FROM LONDON.

939	Louisa, Scowcroft—Sir C. Forbes & Co.	June 21
711	Jalawar, Carruthers	July 3
713	Bacchante, McLeod	July 15
823	Castle Avon, Shields	July 17
468	Anazi, Hillman—W. Nicol & Co.	July 23
1166	Sandringham, Muir—W. Nicol & Co.	July 28
1113	Salisbury, True—Ewart, Latham & Co.	Aug. 6
982	P. Somawutty, Blake—Sir C. Forbes & Co.	Aug. 21
1026	Napoleon, Gillespie—W. Nicol & Co.	Aug. 20
1031	Reigate, Morris	Aug. 20
1259	Windsor Castle, Douglas—R. Steuart & Co.	Aug. 26
1197	Enterpe, Cosens—W. Nicol & Co.	Sept. 1
799	Cingala, Neilson	Sept. 1
1188	Scimitar, Potts—Ritchie, Steuart & Co.	Sept. 1
513	Marinus, Angeline	Sept. 3
1207	Zoroaster, Baker—Ritchie, Steuart & Co.	Sept. 8
1244	Rajpoot, Andrews—Stenhouse & Co.	Sept. 9

FROM CARDIFF.

1522	Howden, Bell—E. Bates & Co.	July 6

FROM BORDEAUX.

	Almora, Gilchrist	June 1
448	Admiral Juriendila Graviere, Bandouin	June 2

FROM SUNDERLAND.

	T. B. Oard	Sept. 1
	Marie Choupat	Sept. 2
	Black Prince, Sadüler	Sept 9

FROM NEWPORT.

670	Royal Albert, Davies	Aug. 23

FROM CALCUTTA.

1491	Slieve Donard, Thompson	Aug. 12
760	Arracan, Stricker—Bell, Ventz & Lucius.	Aug. 30
965	C. N. Hajee Mahomed Sedick	Sept 13
317	Oneiza, Spurr—W. Nicol & Co.	Sept. 14
776	Robert	Sept. 22

FROM CLYDE VIA SUEZ CANAL.

3060	Europe (s), Rolland	

FROM CLYDE.

805	Spray of the Ocean, Turnbull—F. Clark & Co.	Mar. 11
994	City of Amoy, Murdock—W. Nicol & Co.	July 23
349	Teviotdale—W. Nicol & Co.	Aug. 14
941	Modesty, Kerr	Aug. 17
422	Jane Avery	Aug. 21
845	Havering, Masted—Volkart Brothers.	Aug. 24
768	James Russell, Mackay	Aug. 24
850	Lammershagen, Jorgensen	Sept. 3
978	Norval, Taylor	Sept. 6
1060	Caribou, Mitchell	Sept. 8

FROM AUSTRALIA.

1094	Duke of Newcastle	July 6
1010	Princess Dagmar, Lewis	July 14
997	Peter Denney, Adam	July 26
1366	Douglas (s), Sam	Aug. 4

FROM SHIELDS.

	Tasmania	Mar. 13
	Golden Dream	July 6
474	Choice, Crozier	Aug. 12
393	Benares, Moyes	Aug. 1

FROM BANGKOK.

296	Elizabeth Henderson, Henderson	July 25
610	W. Mitchell, Grandwater	Aug. 10
505	Elizabeth, Owen	Aug. 15

FROM HAMBURGH.

768	Adolph, Meyer—Volkart Brothers.	July 2

FROM RANGOON.

886	G. F. O. Heyn, Broksch	Aug. 8
1164	Attila, Green—Wallace & Co.	Aug. 24
1064	Clutha, Campbell—W. Nicol & Co.	Aug. 6
534	Alliance, Falck	July 31
1120	Keutuckian	Aug. 17
797	Zurich, Grange	Sept. 6

FROM MAULMAIN.

978	Sir Hugh Rose, Spurdens—H. M. Seedick	July 26
789	Southern Queen, Richards—Volkart Brothers	Aug. 23

FROM PENANG.

585	Fathe Salam	July 18

FROM BOSTON

868	St. Albans, Farnham & Co.	July 10
962	Timour, Spooner—Tudor & Co.	Aug. 10

Anecdote of Handel.—Persons have been known to appreciate that indescribable mixture of sound produced by the preparatory tuning of an orchestra with the organ, even more than the performance itself. Handel was not of this opinion. After he was once at his desk, woe betide the belated fiddle that scraped a fifth, or the inexperienced flute that attempted the least "twoddle." It was a grand night at the Opera. The Prince of Wales had arrived in good time, remembering how Handel had been annoyed sometimes at his coming in late. The instruments, supposed to be in perfect tune, were lying ready, and the performers entered. Alas, a wag had crept in before them, and put every one of the stringed instruments out of tune. Handel entered; all the bows were raised together, and at the given beat they all started off *con spirito*. The effect must have been as if every one of the performers had been musically tumbling down stairs. The unhappy maestro rushed wildly from his place, kicked to pieces the first double bass that opposed him, and seizing a kettledrum, hurled it violently at the leader of the band. The effort sent his full bottomed wig flying, but he did not heed it; and, rushing bareheaded to the footlights, he stood for a few moments amid the roars of the house, snorting with rage and choked with passion. The Prince, although highly amused, soon thought this kind of entertainment had lasted long enough and, going down in person, he besought Handel to be calm, and with much difficulty prevailed on him to resume his wig and his *bâton*.

Breakfast.—Epps's Cocoa.—Grateful and Comforting.—The very agreeable character of this preparation has rendered it a general favourite. The *Civil Service Gazette* remarks:—"The singular success which Mr. Epps attained by his homœopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well-selected cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by th Tradesmen in ½lb., ¼lb, and 1lb. tin-lined packets, labelled—James Epps & Co. Homœopathic Chemists, London.

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Combs.	Violet Powder.
Corn Plasters.	Feeding Bottles.
Perfumery.	Court Plaster.
Sponges.	Filters.
Sponge Bags.	

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Invite the attention of Merchant and Trader throughout India and China to the fact that they have had 25 years' experience of SHIPPERS of GOODS to those Markets, and that they undertake the execution of Indents on the closest wholesale terms.
N.B.—A Price List containing full particulars of every description of Silks, Woollens, Muslins, Calicoes, Prints, Clothing, Millinery, Jewelry, Carpets, Blankets, &c., &c.; and every particular necessary for ordering goods from D. N. & Co.'s London Warehouse, sent post free.
Terms—Not less than 50 per cent. to accompany Indents, and balance against Bills of Lading.
Contractors for Military and Police Clothing and Accoutrements.
D. NICHOLSON & Co.,
5, 51 & 52, St. Paul's Churchyard, London,
Sole Agents for the WANZER SEWING MACHINE COMPANY and the BRITTANIA SEWING MACHINE COMPANY for the City of London.
Bankers—Messrs. Martin & Co., Lombard Street.
N.B.—Price Lists can be procured from, and orders sent direct, or through Messrs. Palmer, Lawrie, & Co., Calcutta; and also of Messrs. Wheatley & Co., Bombay.

BANKS.

Oriental Bank Corporation.—
Incorporated by Royal Charter.
The current rates of Exchange are:—

			Per Rupee.
On London at 6 months' sight		1s. 11 5/8d.	do.
" 3	do.	1s. 11 7/16d.	do.
" 1	do.	1s. 11 5/16d.	do.
" demand		1s. 11 1/4d.	do.
On Scotland	do.	1s. 11 1/4d.	do.
On Ireland	do.		
On Paris	do.	1s. 11 1/8d.	do.

Circular Notes payable throughout Europe 1s. 11 1/8d. do.
No Drafts at four months' sight are granted for sums under £50. Sums under £20 are only drawn for on demand.
All Treasury Drafts, Hoondees and other orders for realization, to be endorsed "Pay the Oriental Bank Corporation, or order."
Any information as to rules of business may be had on application at the Office, or by letter to the Agent.
Kurrachee Sub-agency.
The Agent buys Bills on England and elsewhere, and grants Drafts on the Head Office and Branches of the Corporation.
Bombay, 23rd September 1869.

Chartered Bank of India, Australia and China.—Our present rates of Exchange are as follows:—

On London at 6 months' sight on (City Bank)		1/11 5/8	d. per Re.
Do.	3 do.	do.	1/11 7/16d. do.
Do.	1 do.	do.	1/11 5/16d. do.
Do.	Demand (on Head Office)		1/11d. do.

The Bank purchases Bills and grants Drafts payable in Calcutta, Akyab, Bangoon, Singapore, Batavia, Hongkong, Shanghai and Hankow.
Interest
On Current Deposit Accounts will be credited half yearly (on 30th June and 31st December) at the rate of two per cent. on the daily balances from Rs. 1,000 up to Rs. 1,00,000, and on Fixed Deposits as follows:—

Repayable in one sum at	6 months notice	4 per cent.
Do. do.	9 do.	5 "
Do. do.	12 do.	6 "

All letters should be addressed and hoondies made payable to the Chartered Bank of India, Australia, and China.
Bombay, 18th September, 1869.

Chartered Mercantile Bank of India, London, and China.
Exchange.
The Bank grants Drafts

On London at 6 months' sight above £50		at Is. 11 5/8d.	per Re.
4	"	at Is. 11 1/2d.	"
3	"	at Is. 11 7/16d.	"
2	"	at Is. 11 3/8d.	"
1	"	at Is. 11 5/16d.	"
On demand		at Is. 11 1/4d.	"
On Scotland and Ireland			
Circular Notes for the use of Travellers on the Continent and to Europe, Overland at 1 day's sight		at Is. 11 3/16d.	"

The Bank purchases Bills and grants Drafts payable in Calcutta, Madras, Cocoanada, Colombo, Hongkong, Foochowfoo, Shanghai, Hankow, Singapore, Penang, Mauritius and Yokohama.
The Bank also draws on the Branches of the Bank of New South Wales.
Interest.
On Deposit accounts payable on demand interest will be credited half yearly, on 30th June and 31st December, at the rate of two per cent. per annum on the daily balance not exceeding one Lac Rupees.
On Fixed Deposits.

12 months	6 per cent.
6 do.	5 "
3 do.	3 "

All Letters should be addressed and Hoondies made payable to Agent, Chartered Mercantile Bank.
Bombay, 6th September 1869.

Comptoir d'Escompte de Paris.—
(Incorporated by National Decrees of 7th and 8th March and by Imperial Decree of 25th July 1854.)
Recognised by the International Convention of 30th April 1862, and by Act No. VIII. of 1864, of the Legislative Council of India, and by Amended Act of 1867.
Subscribed and Paid-up Capital £8,200,000
Reserve Fund 800,000
Head Office—PARIS.
Agencies.
Bourbon (Reunion), London, Alexandria, Calcutta, Hongkong, Saigon, Shanghai, and Yokohama.
London Bankers.
The Union Bank of London; Messrs. C. J. Hambro and Sons.
Agents in Scotland.—National Bank of Scotland.
Agents in Ireland.—The Munster Bank, Limited. The Belfast Banking Company.
Terms of business.
The Bank grants Drafts and Letters of Credit, and purchases and collects Bills, on the above places, and on all the principal Cities and Towns on the Continent of Europe.
Interest is allowed at the rate of 2 per cent. per annum on current deposits on the minimum monthly balances.
Investments and sales of all descriptions of British and Foreign Securities, &c., effected.
The Bank takes charge of Securities for customers, and receives Dividends on Indian and Foreign Funds, Railway and other Shares.
Every other description of Banking business transacted.
All remittances to be endorsed "Pay Comptoir d'Escompte de Paris, or order."
E. J. HARDCASTLE, Manager.
9, Rampart Row, Bombay, 25th August 1869.

Agra Bank (Limited).—
Capital—£1,000,000 (One Million Sterling).
In 100,000 Shares of £10 each.
Head Office—Nicholas Lane, Lombard Street, London, E.C.
Edinburgh Branch—17 St. Andrew Square.
Branches in India.

Calcutta	Agra.	Kurrachee.
Madras.	Bombay.	Lahore.

The Bombay Manager grants Bills of Exchange at the following rates on London at 6 months' sight at 1/11 5/8 per Rupee.

4	do.	1/11	"
3	do.	1/11 7/16	"
2	do.	1/11	"
1	do.	1/11 5/16	"
On demand		1/11 1/4	"
On Scotland		1/11 1/4	"

No drafts at six months' sight are granted for sums under £50, and sums under £20 are only drawn for on demand.
Interest.
On Deposits repayable on demand will be credited half-yearly (on 30th June and 31st December) at the rate of 2 per cent. per annum on the minimum monthly balance not exceeding Rs. 1,00,000 upon all accounts the balances of which have not during the six months fallen below Rs. 1,000. When such has been the case, no interest will be allowed.
On Fixed Deposits subject to 3 months' Notice of withdrawal 3 per cent. per ann.

Do.	6	do.	4
Do.	12	do.	5
Do.	24	do.	6

The Bank takes charge of Government Paper and other Securities for constituents without charge.
All Drafts or Hoondies forwarded for realisation should be made payable to the Agra Bank (Limited), or order.
Hours of business, 10 to 3; Saturday, 10 to 1.
EDWARD MORRISS, Manager.
Bombay, 26th August, 1869.

National Bank of India (Limited).
Established in India 1863, and Incorporated under the English Companies Act of 1862, 23rd March 1866.
Authorised Capital—Two Millions Sterling.
Subscribed Capital £927,700
Paid-up Capital £463,850
Reserve Fund £41,000
Head Office.
80, King William Street, London.
Branches and Agencies.
Calcutta, Bombay, and Madras.
Edinburgh Deposit Agency.
Agents—Messrs. Dalmahoy & Cowan, W.S.
Glasgow Deposit Agency.
Agents—Messrs. Couper, Mackenzie & Innes, Solicitors.
Board of Directors.
John Borradaile, Esq., 26, Gloucester Place, Portman Square.
J. R. Boyson, Esq., late Solicitor to the Government of Madras.
R. O. Campbell, Esq., of Messrs. Binny & Co. Madras, late President Bank of Madras.
W. S. Fitzwilliam, Esq., late Member of the Supreme Legislative Council of India.
W. E. Frere, Esq., Bombay Civil Service, late Member of Council Bombay Government.
R. P. Harrison, Esq., late Controller General of Accounts for India, and Government Director, Bank of Bengal.
E. W. Wingrove, Esq., late of Calcutta.
Chief Manager—R. O. Sawers, Esq.
London Bankers.
The Bank of England.
National Provincial Bank of England.
and
National Bank of Scotland, London.
Agents in Scotland,
British Linen Company Bank.
and
National Bank of Scotland.
Agents in Ireland.
Provincial Bank of Ireland.
RULES OF BUSINESS OBSERVED AT BOMBAY.
Exchange.
The Bank grants Drafts on London, Calcutta, and Madras at the current rates of Exchange. It also negociates and collects Bills payable in those places. Instructions respecting Family Remittances are carefully attended to, and when requested, and the necessary particulars are furnished, the Bank